



A Review of the Futures 2040 Metropolitan Transportation Plan

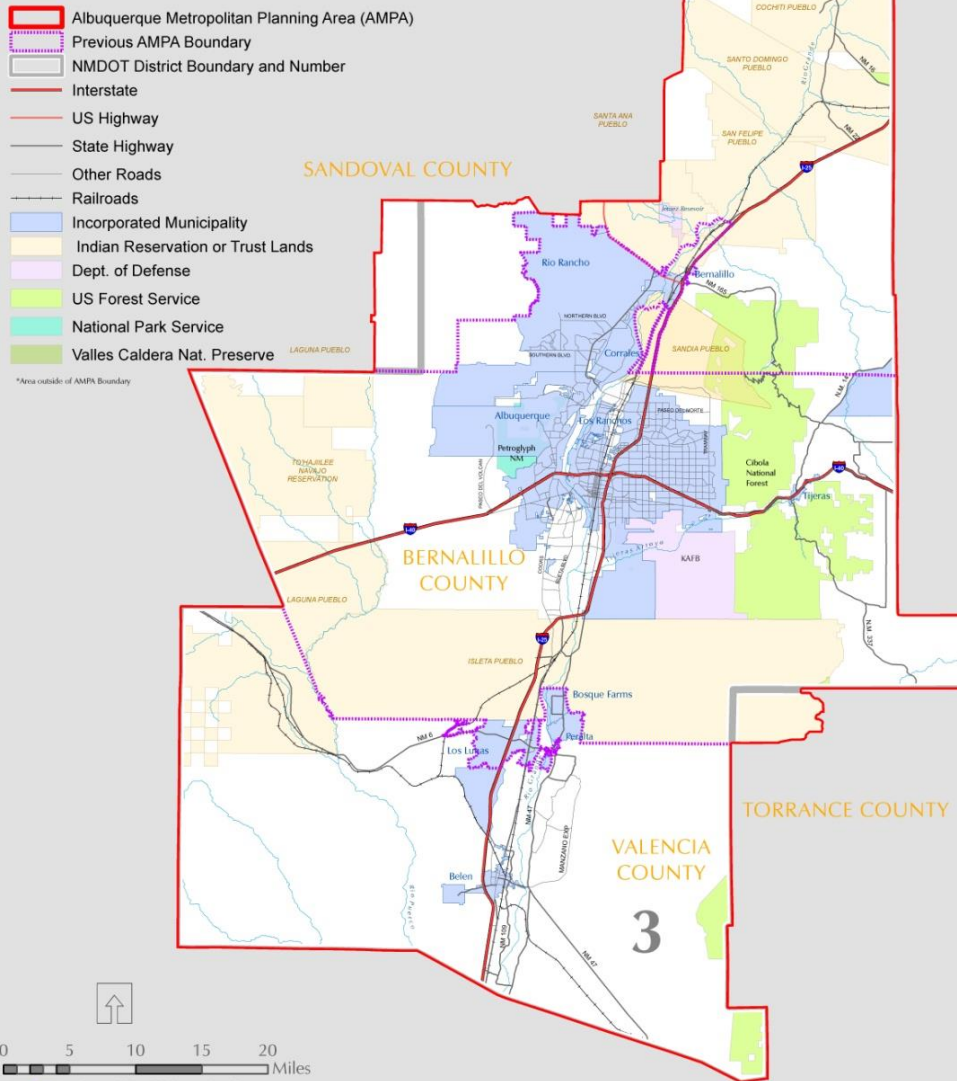


MRCOG Public Meeting
March 24, 2015



Mid-Region Council of Governments

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**Transportation Planning
Boundaries**



Albuquerque Metropolitan Planning Area:

Three counties

- Bernalillo County
- Valencia County
- Sandoval County

Two urbanized areas:

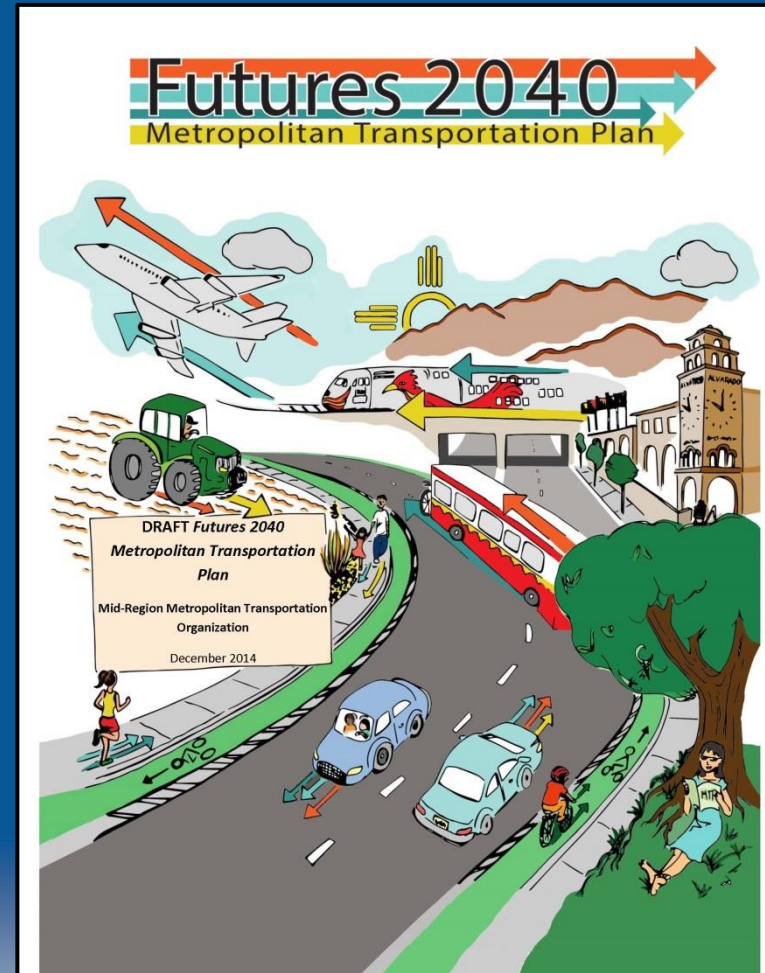
- Albuquerque
- Los Lunas

Population (2012) = 879,401

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Metropolitan Transportation Plan

- ◆ Long-range (20+ years) transportation plan for the Albuquerque metro area
- ◆ Updated every 4 years (plan set for approval April 2015)
- ◆ Projections of growth/development
- ◆ List of all anticipated transportation projects in the region



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Traditional MTP Questions

- ◆ Can our transportation infrastructure handle the projected growth?
- ◆ Where do we observe the greatest future congestion?
- ◆ What types of transportation strategies and investments should we pursue?



New MTP Questions

- ◆ How do we integrate land use and transportation decision-making?
- ◆ How do changing behaviors and preferences impact the investments the region should make?
- ◆ What roles should different modes play?
- ◆ How will our region grow?
- ◆ How *should* our region grow?

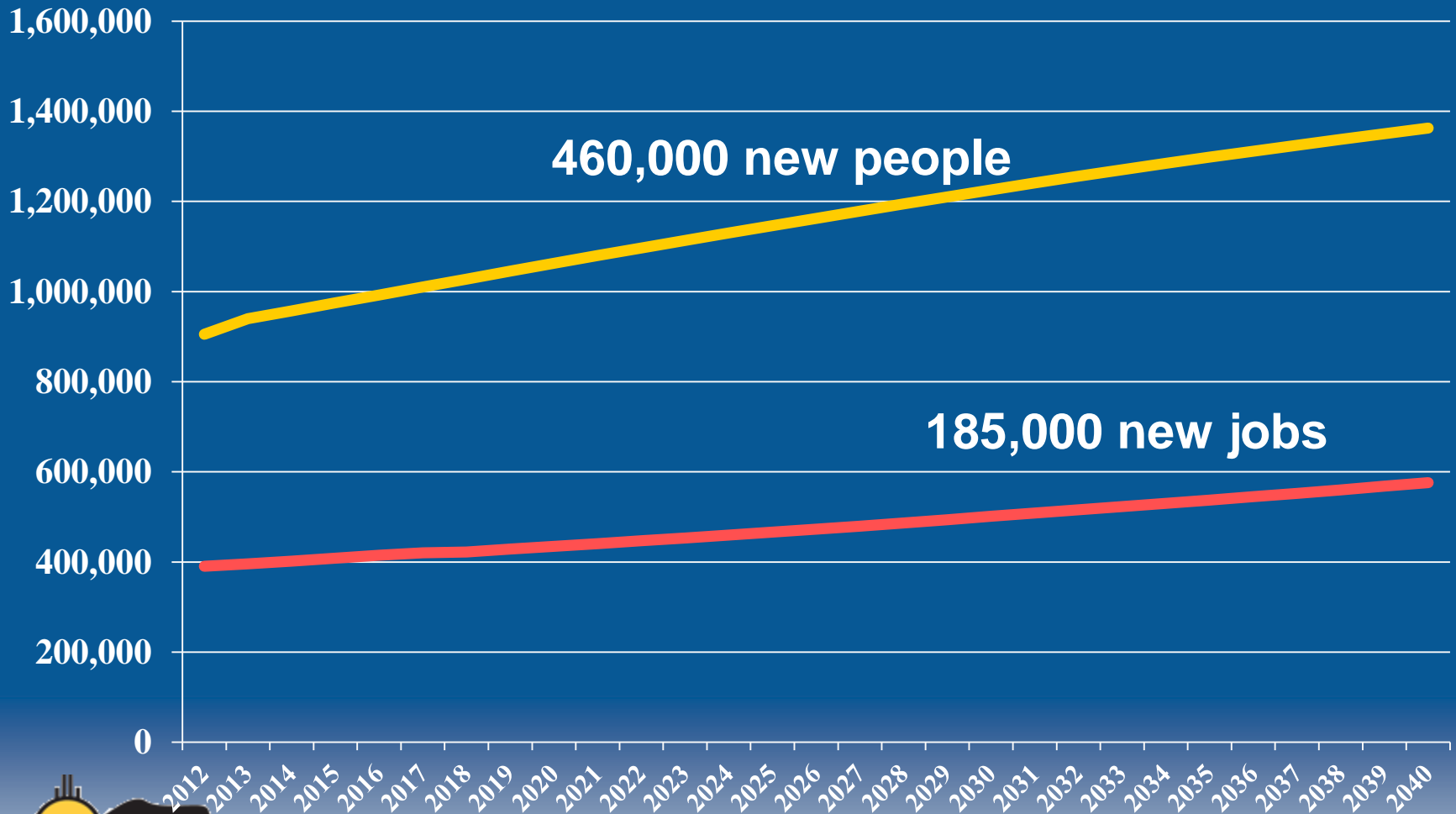


2040 Forecast



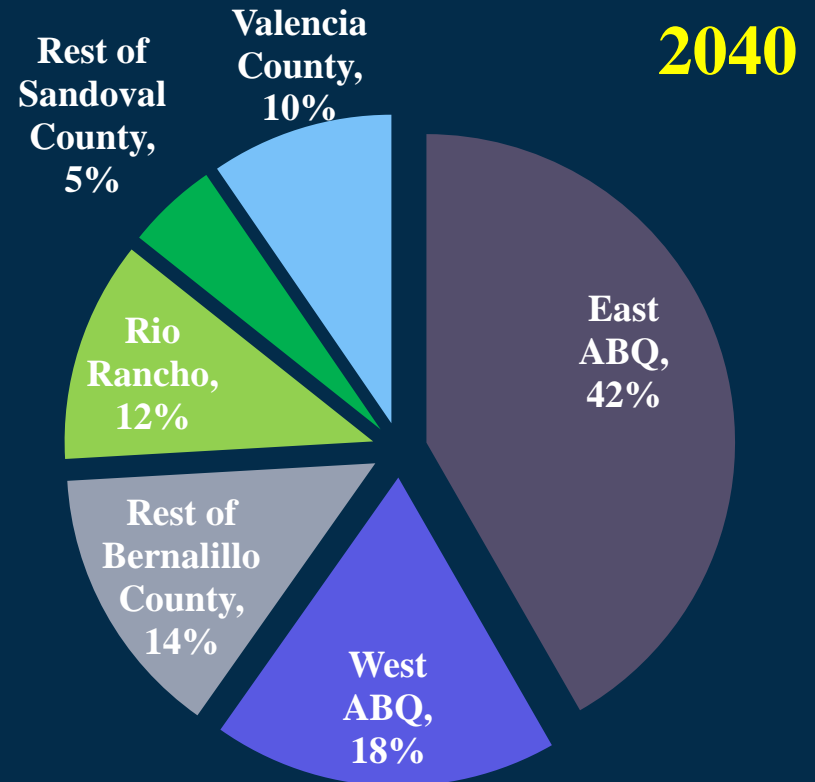
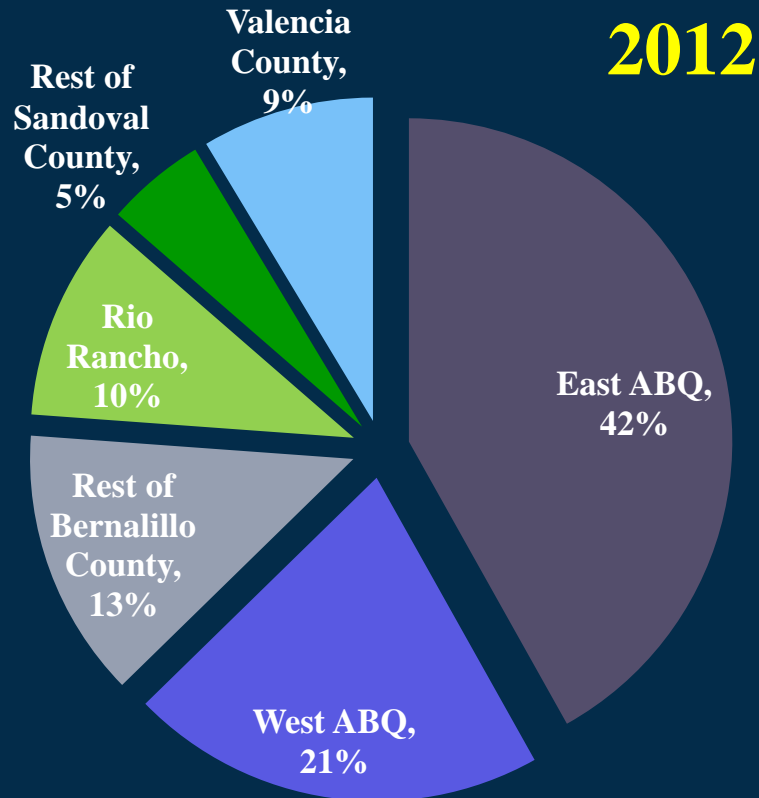
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2040 Regional Forecast

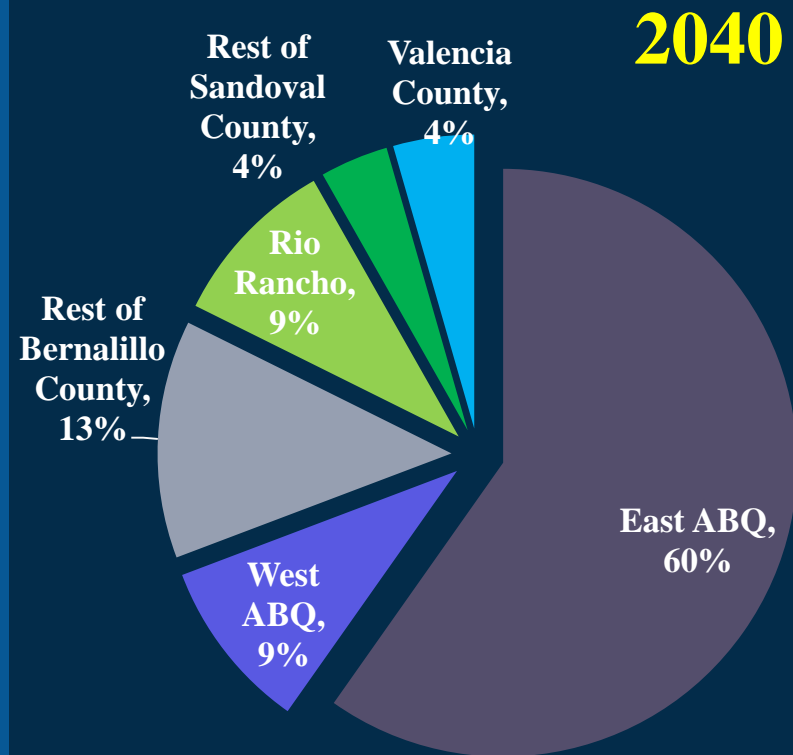
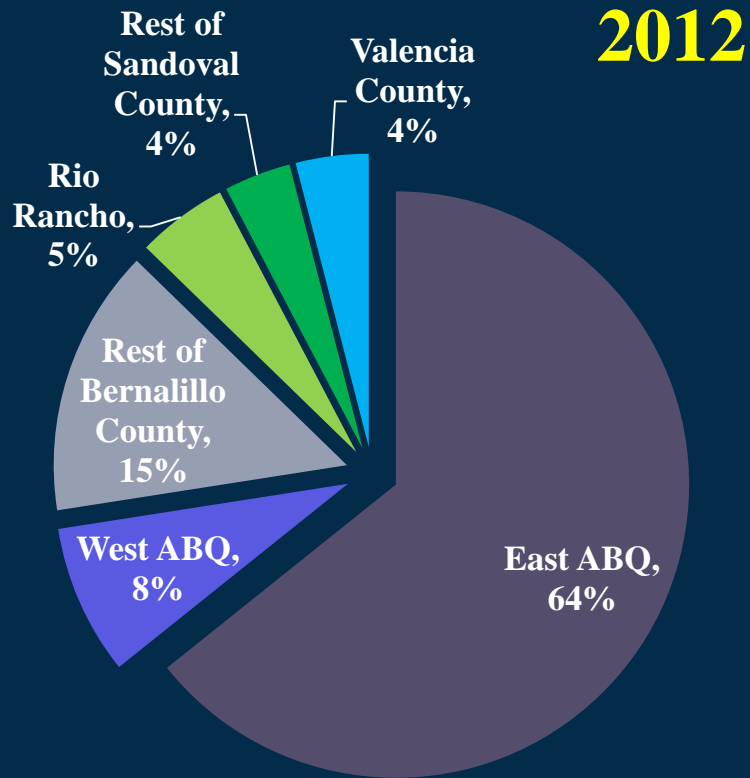


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Population Distribution

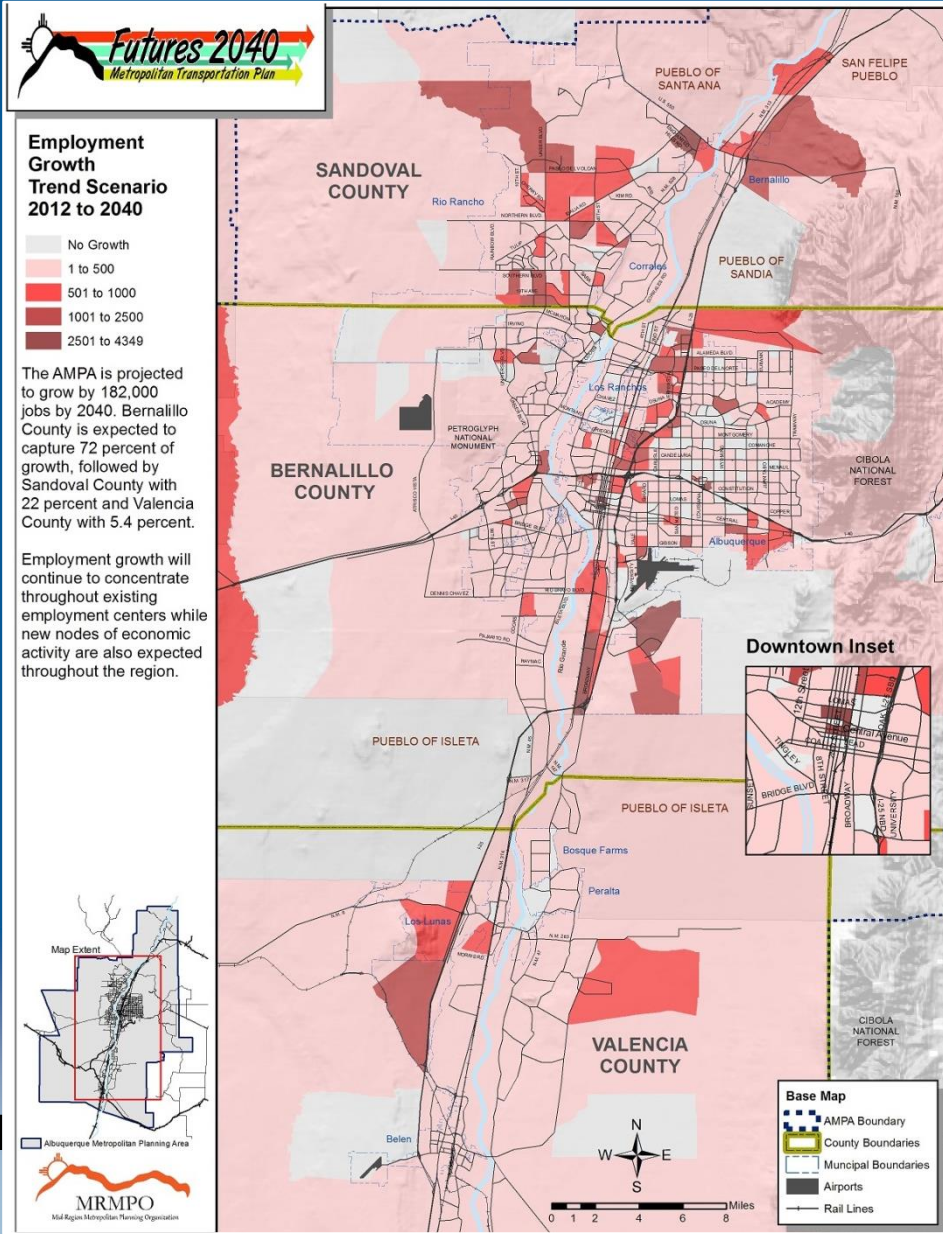
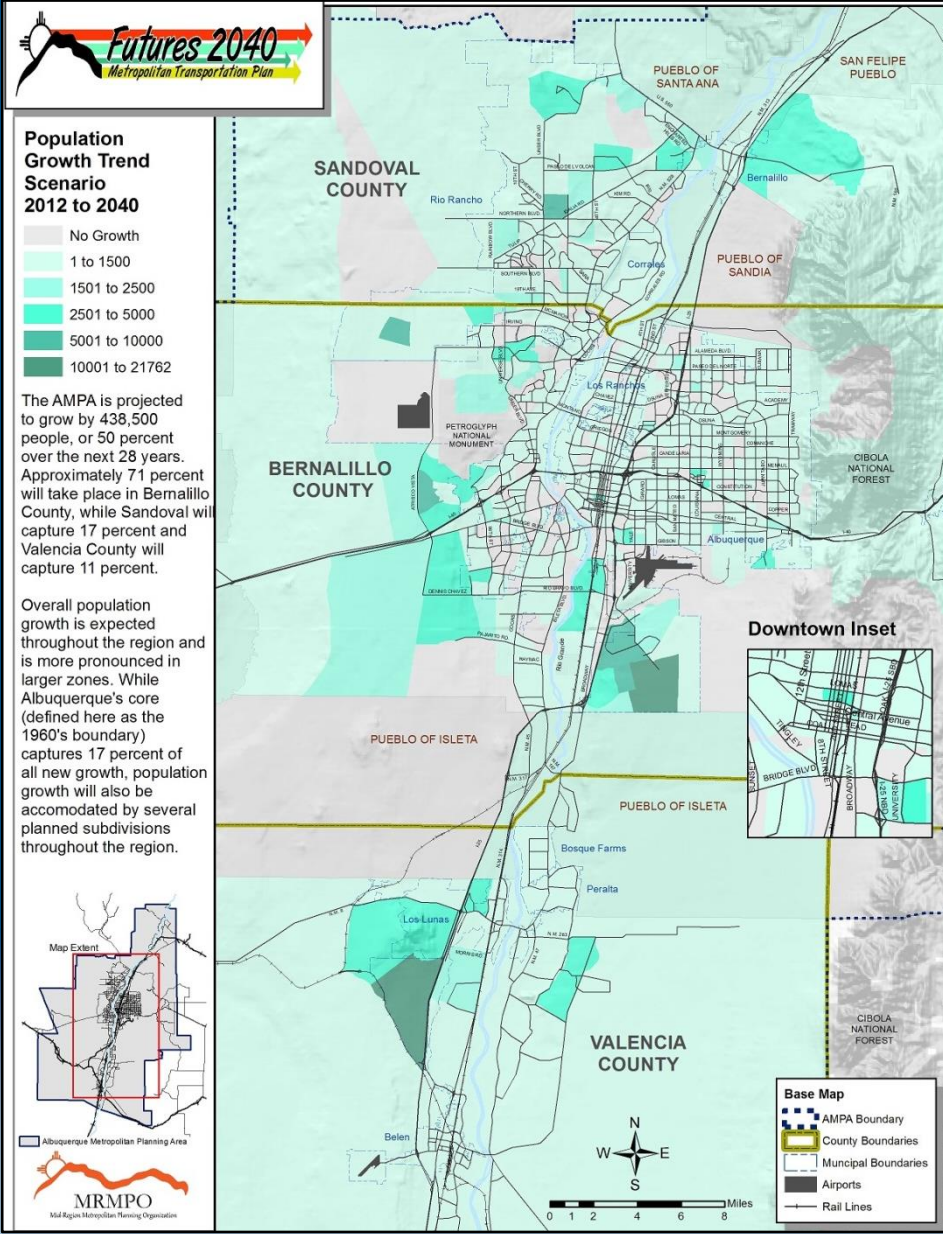


Employment Distribution



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Population and Employment Growth: 2012 - 2040



2040 MTP Key Themes

1. Changing travel **preferences**
2. Limited **funding** availability and emphasis on roadway maintenance and preservation
3. **Land use policy** as a strategy for addressing transportation needs



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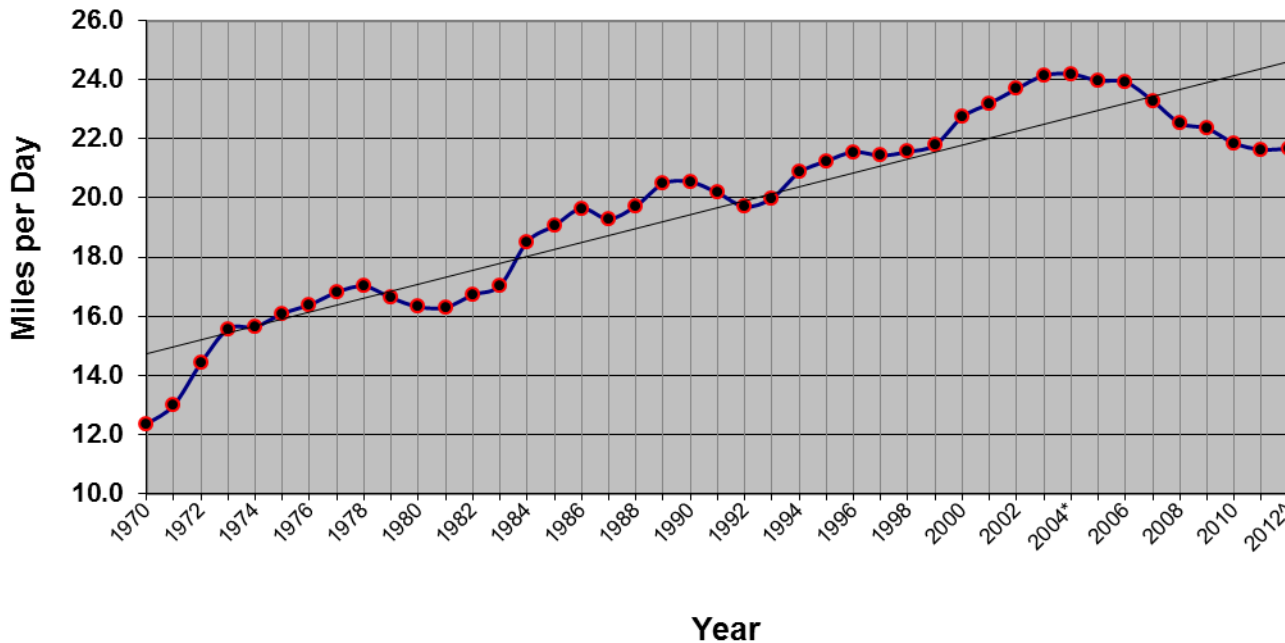
Changing Travel Preferences



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Changing Travel Preferences: Trends in Driving

**VTM per Capita -
Albuquerque Metro Area**



**People are driving
less each year**

Albuquerque:

Vehicle miles traveled
per capita has dropped
10% since 2004

Nationally:

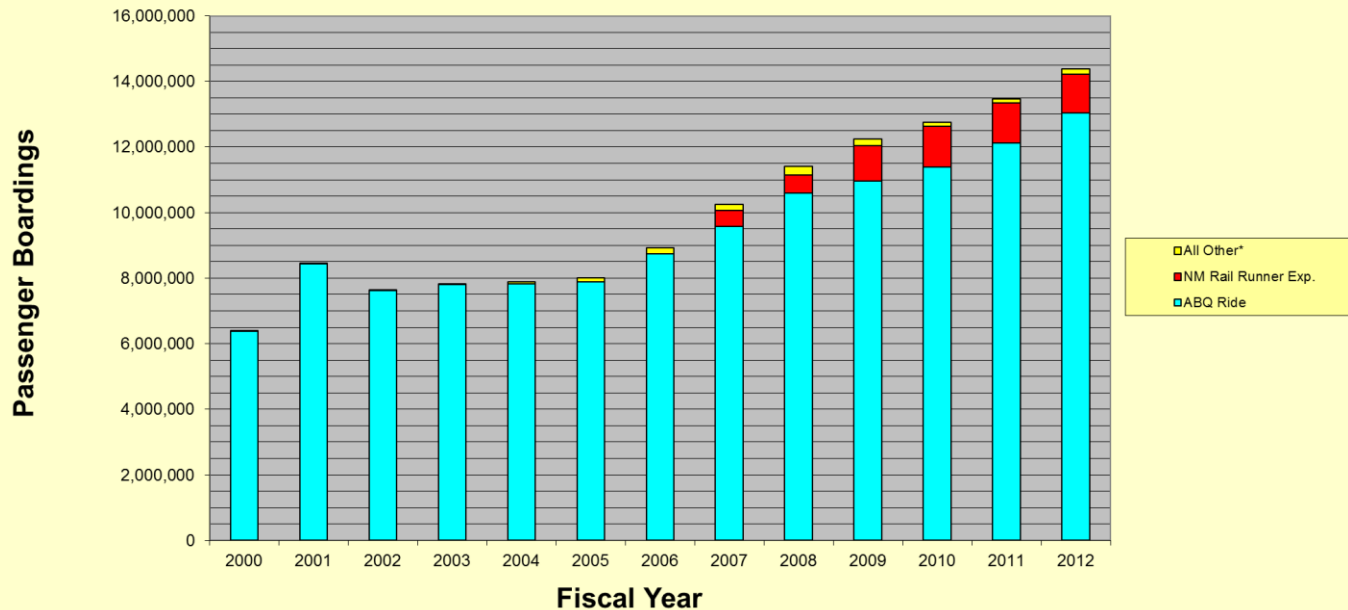
Per capita driving has
fallen every year for 9
straight years



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Changing Travel Preferences: Trends in Transit

Transit Ridership in the Albuquerque Metropolitan Statistical Area



Transit usage is increasing rapidly

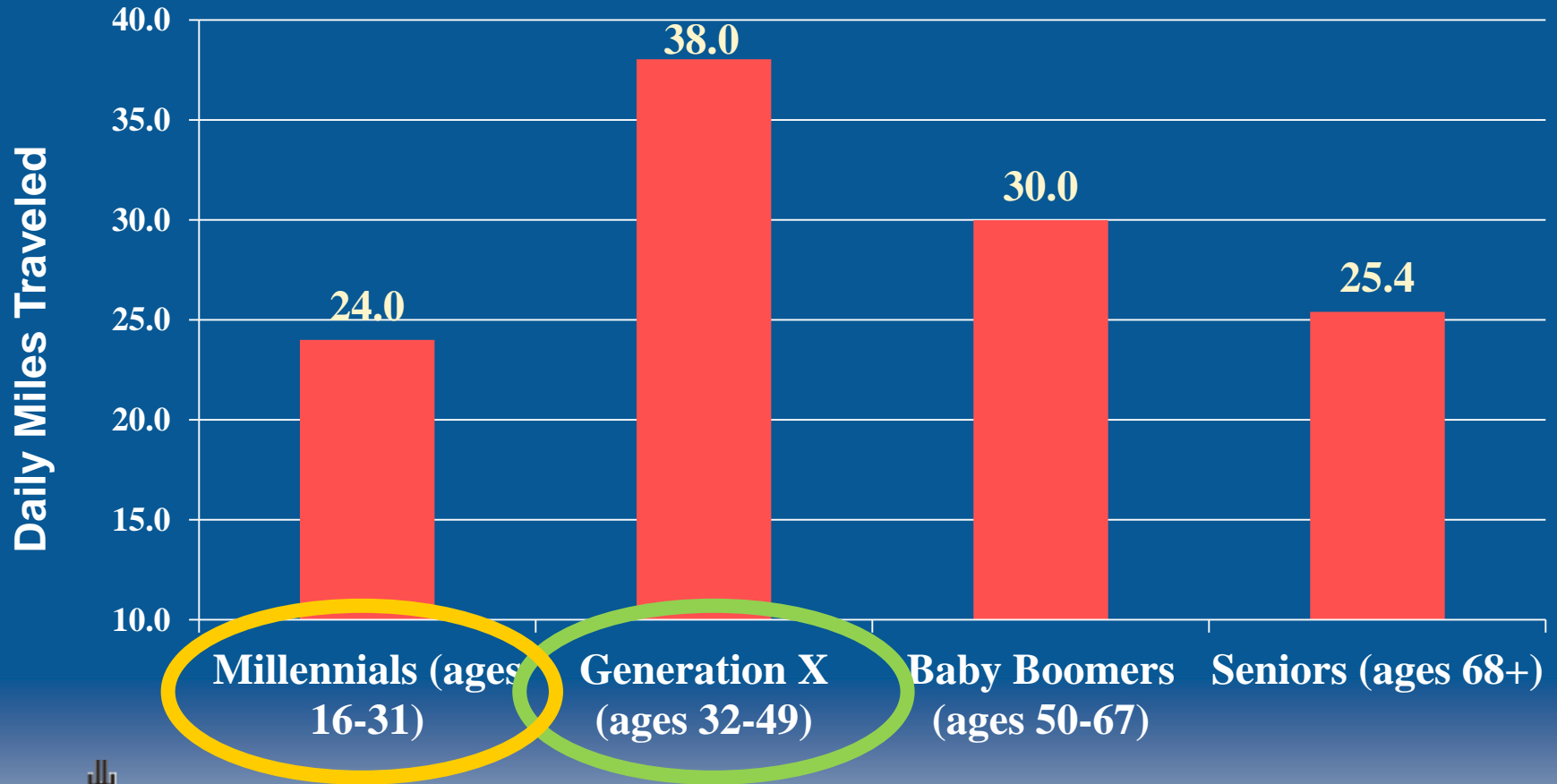
From 2005-2012:

- 81% increase in ridership
- 369% increase in distances traveled by transit



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Changing Travel Preferences: Distances Traveled by Age Group (ABQ Area)

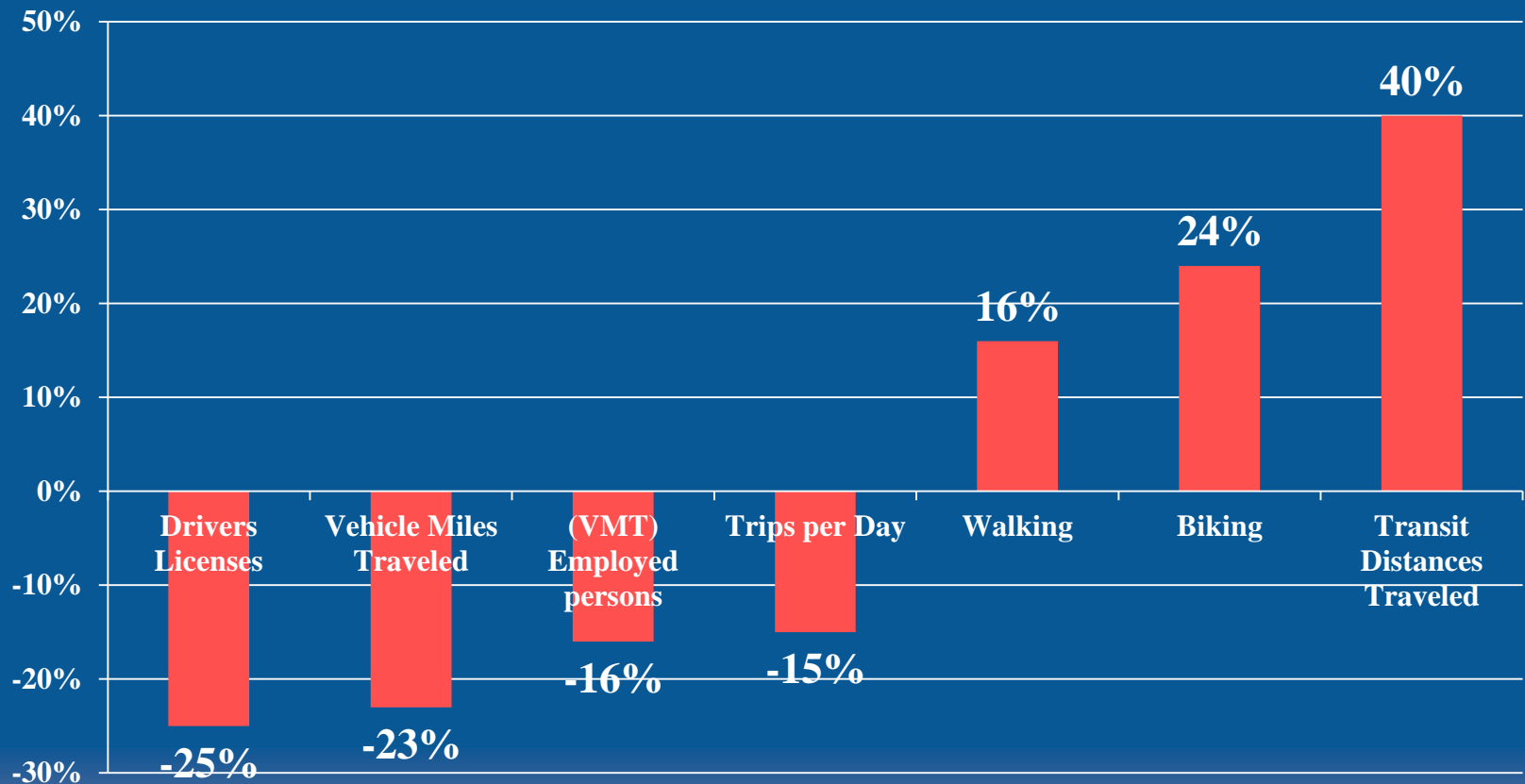


Source: Mid-Region Travel Survey, 2013

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Change in behavior among 16-34 year-olds: 2001 vs. 2009



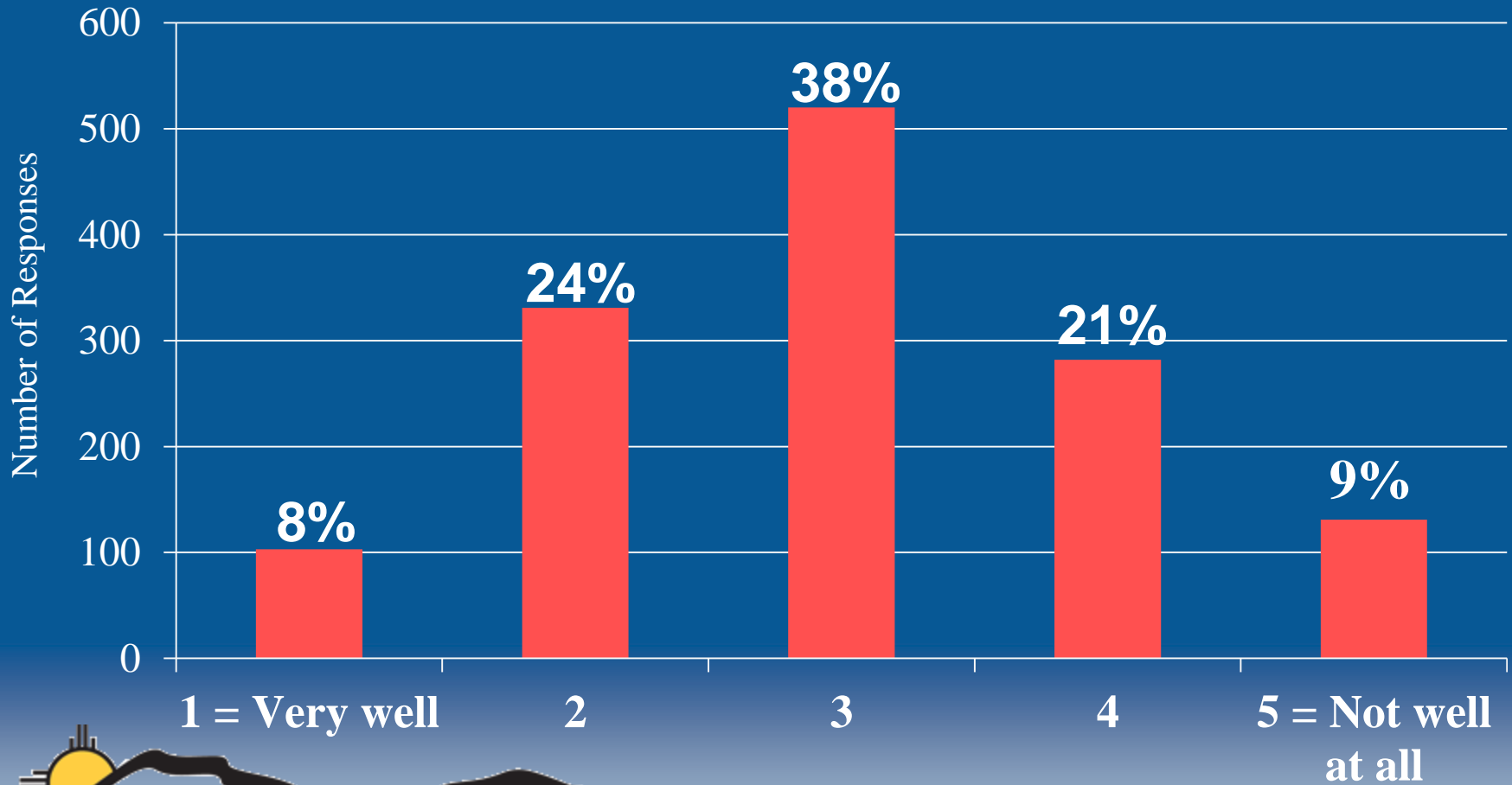
Source: Frontier Group, April 2012; National Household Travel Survey



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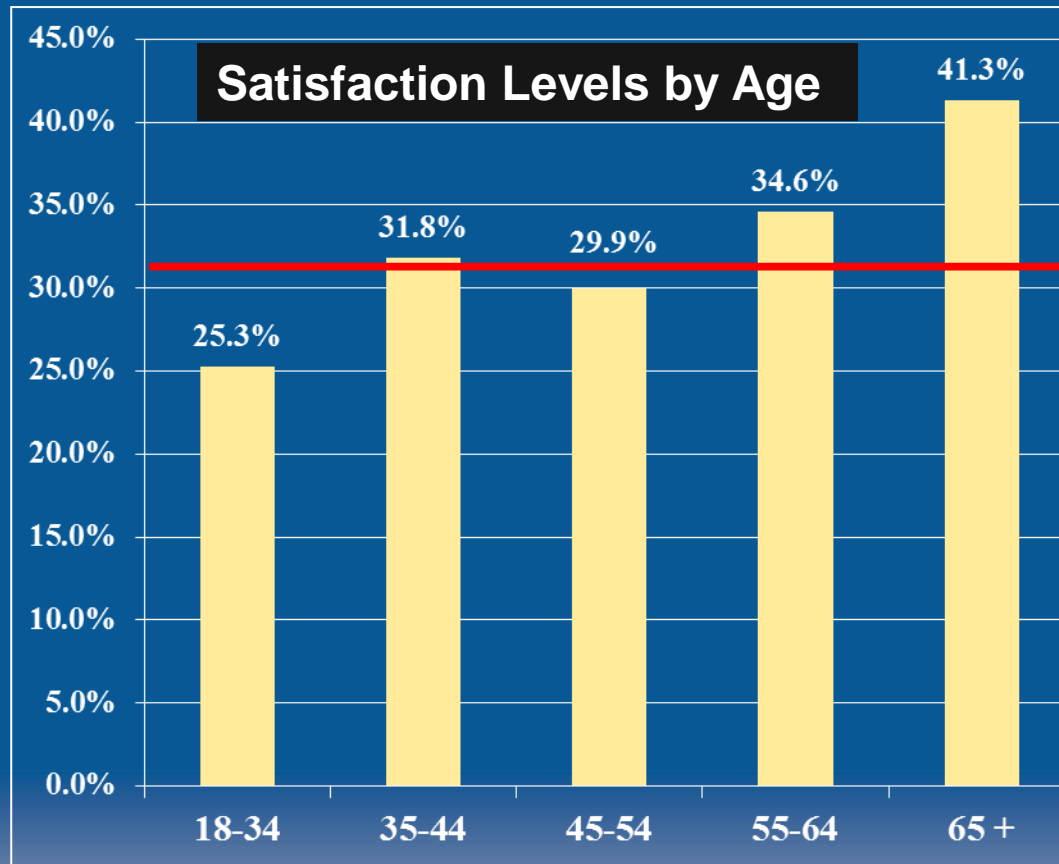
Changing Travel Preferences: Satisfaction with Current Transportation System

2040 MTP Public Questionnaire Results:



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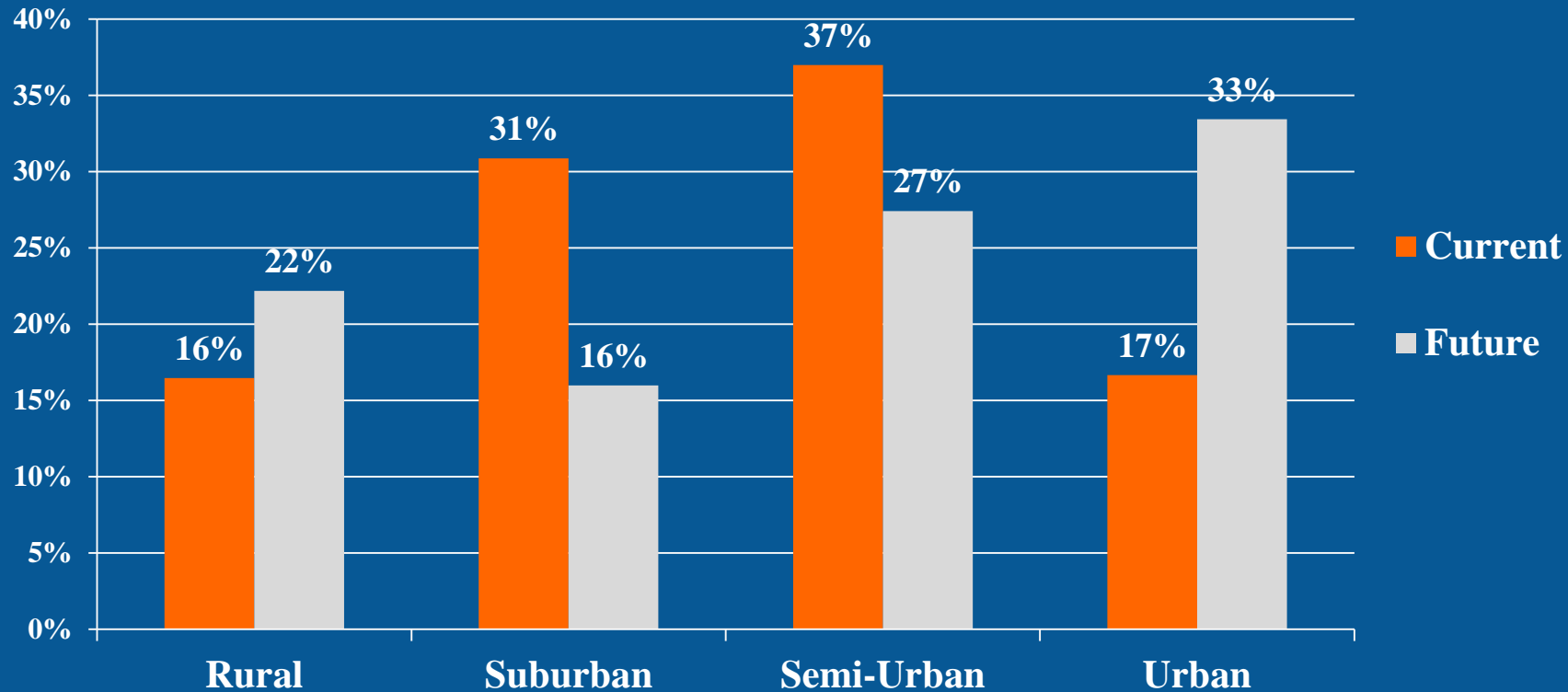
Changing Travel Preferences: Satisfaction Levels by Age



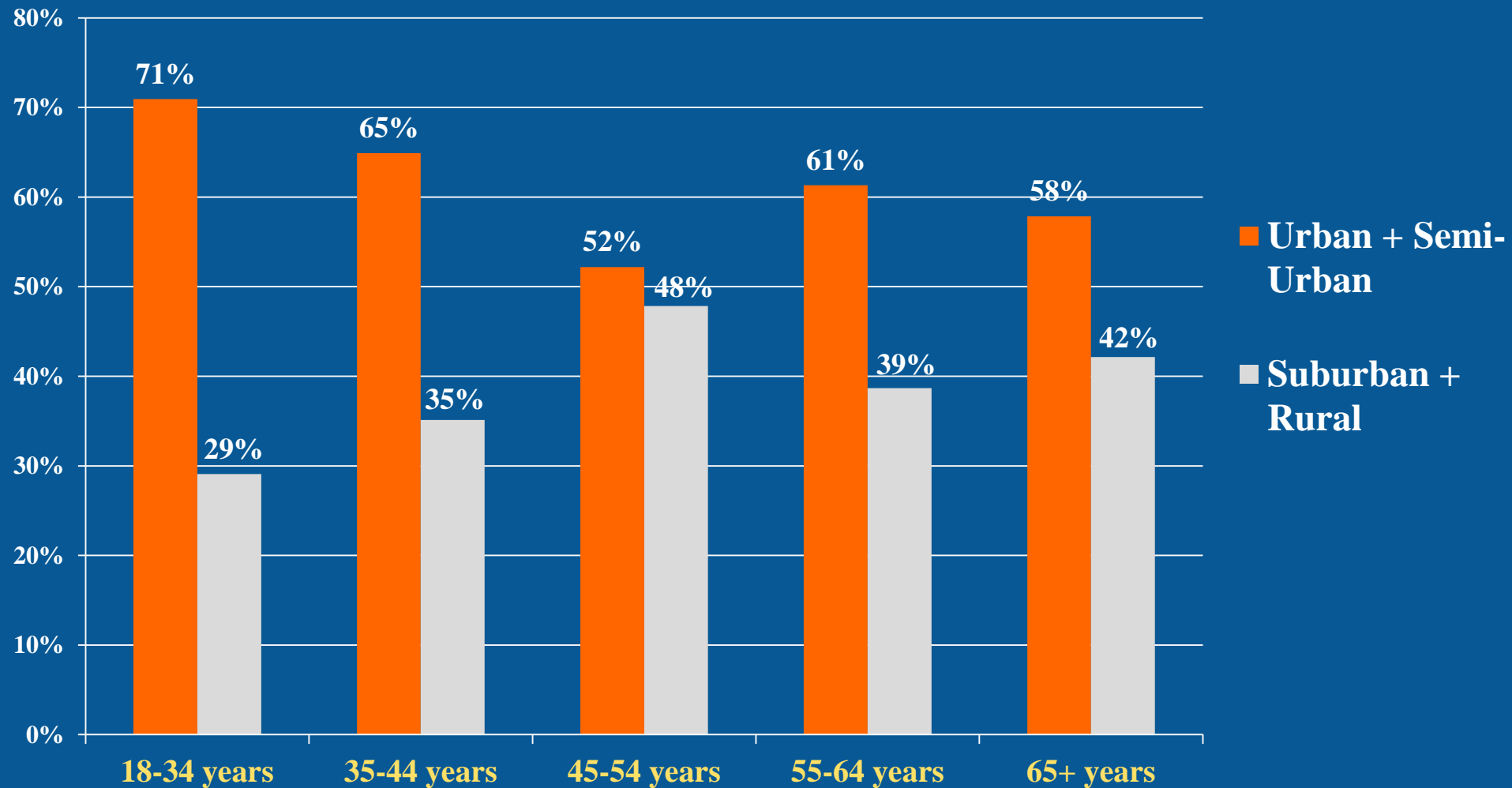
Young people:

- The least satisfied of all age groups
- Ask for pedestrian and transit improvements at a disproportionately high rate

Changing Housing Preferences: Current and Desired Locations



Changing Housing Preferences: Preferred Future Locations

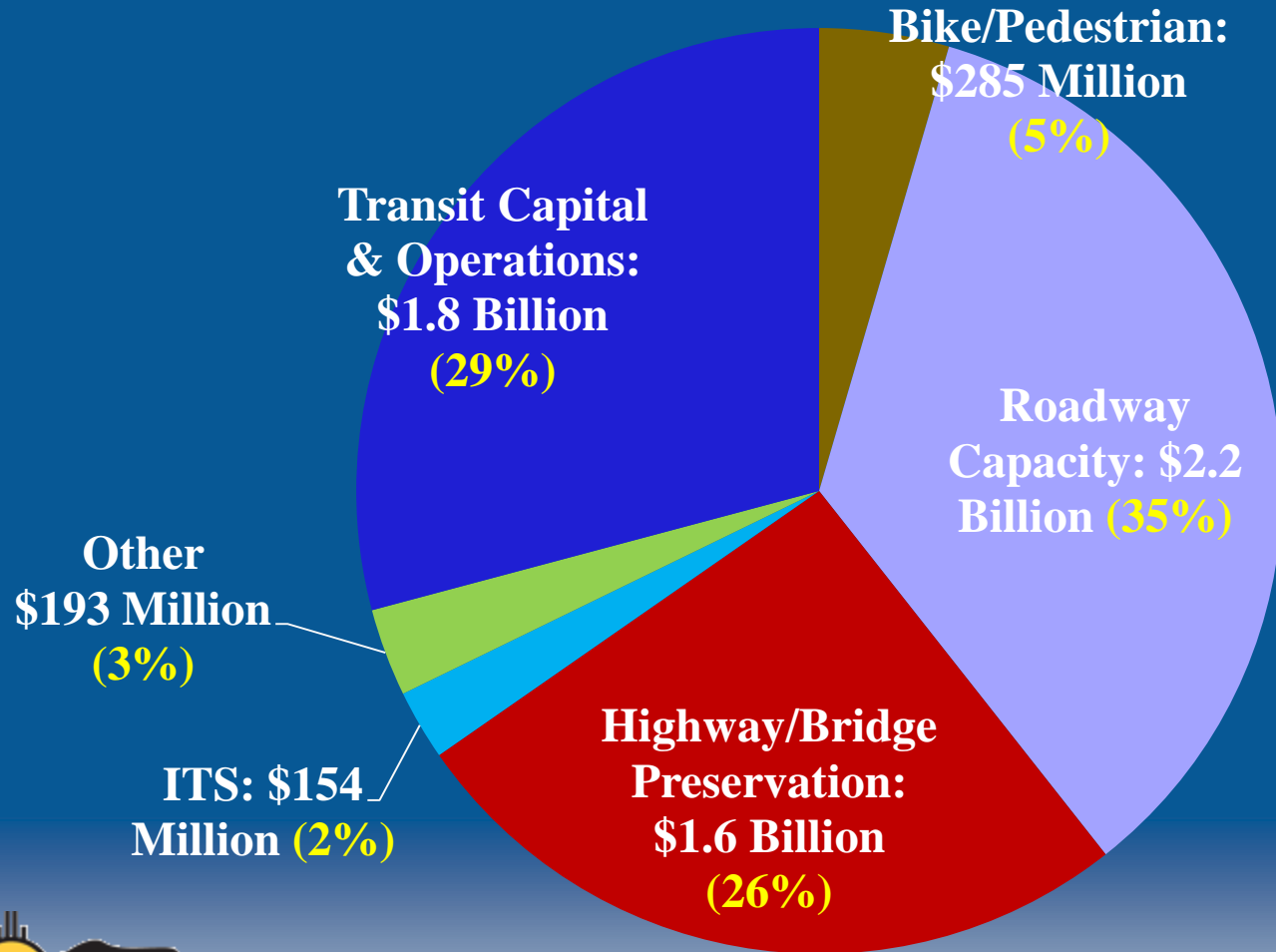


Funding and Transportation Investments



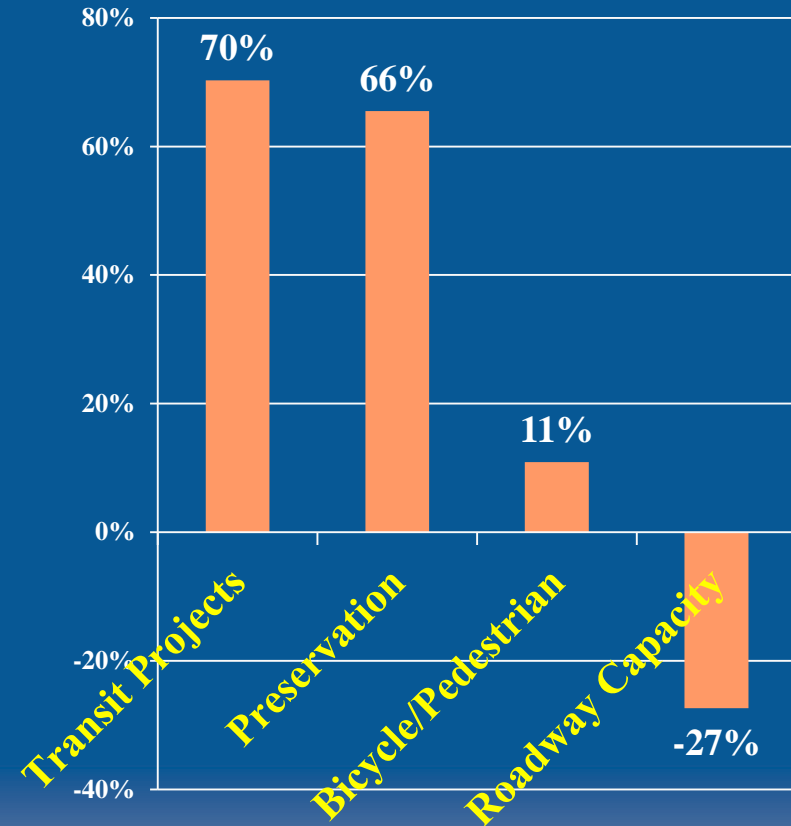
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2040 MTP Projects by Type



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Project Comparison: 2040 MTP vs 2035 MTP



Project Type	Amount - 2035 MTP	Amount - 2040 MTP
Bicycle/Pedestrian	\$257,161,354	\$285,137,607
Roadway Capacity (Public)	\$2,248,608,711	\$1,036,980,106
Roadway Capacity (Private)	\$770,129,498	\$1,155,881,922
Highway & Bridge Preservation	\$987,183,864	\$1,633,985,094
ITS/Systems Management	\$194,534,713	\$154,255,556
Miscellaneous	\$271,608,555	\$75,131,684
Safety Projects	\$64,389,139	\$80,858,290
Travel Demand Management	\$35,340,413	\$37,164,786
Transit Projects	\$1,077,503,135	\$1,834,671,248
Total	\$5,906,459,382	\$6,294,066,293



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Funding Takeaways

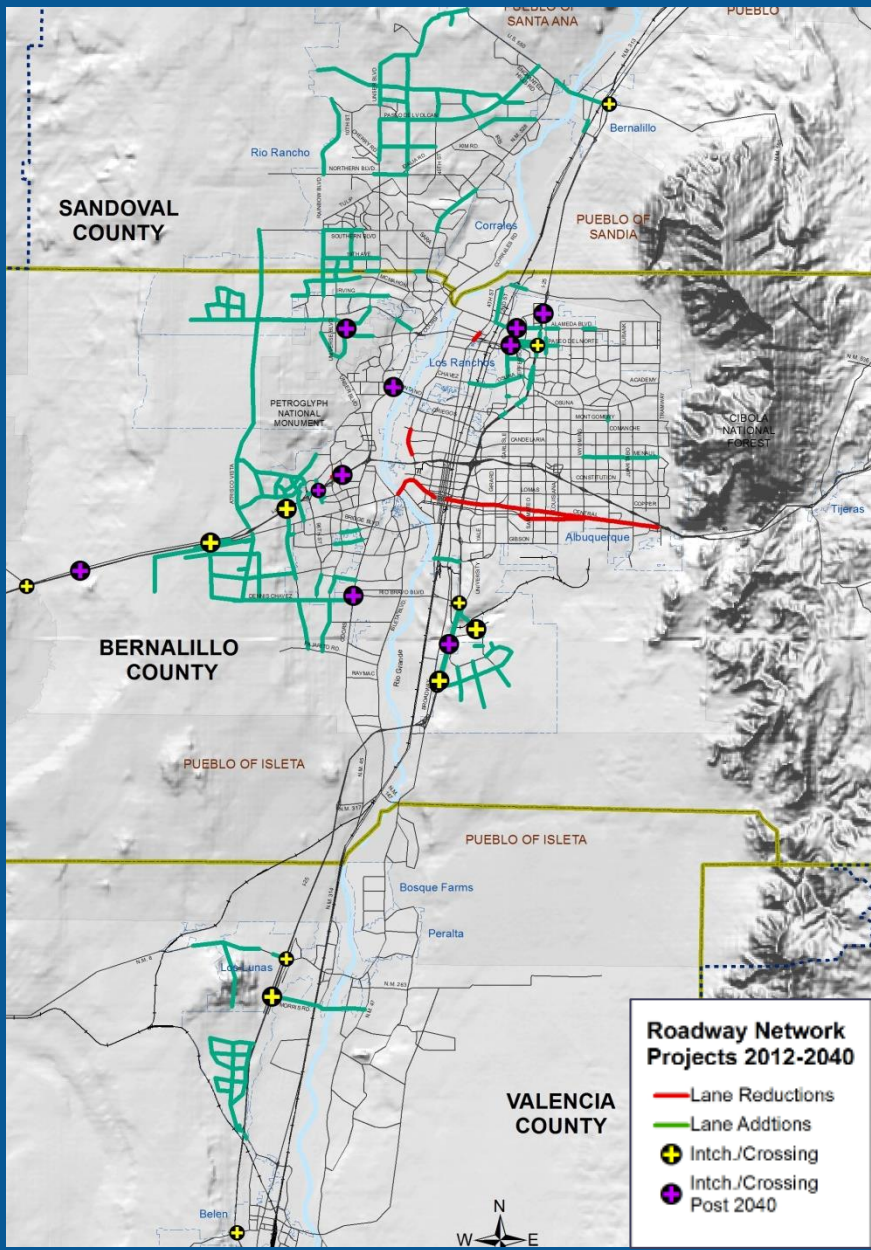
◆ Changing priorities

- ◆ Large decrease in public funds for capacity expansion
- ◆ Major emphasis on preservation and maintenance
- ◆ Increase in funding for alternative modes (new federal funds available for transit operations)

◆ Some previously planned roadways are not expected to be funded in 2040 timeframe (they remain on the Long-Range Roadway System)



Capacity Expansion Projects



Network expansion

- ◆ Rio Rancho and NW Albuquerque
- ◆ SW metro area and Mesa del Sol

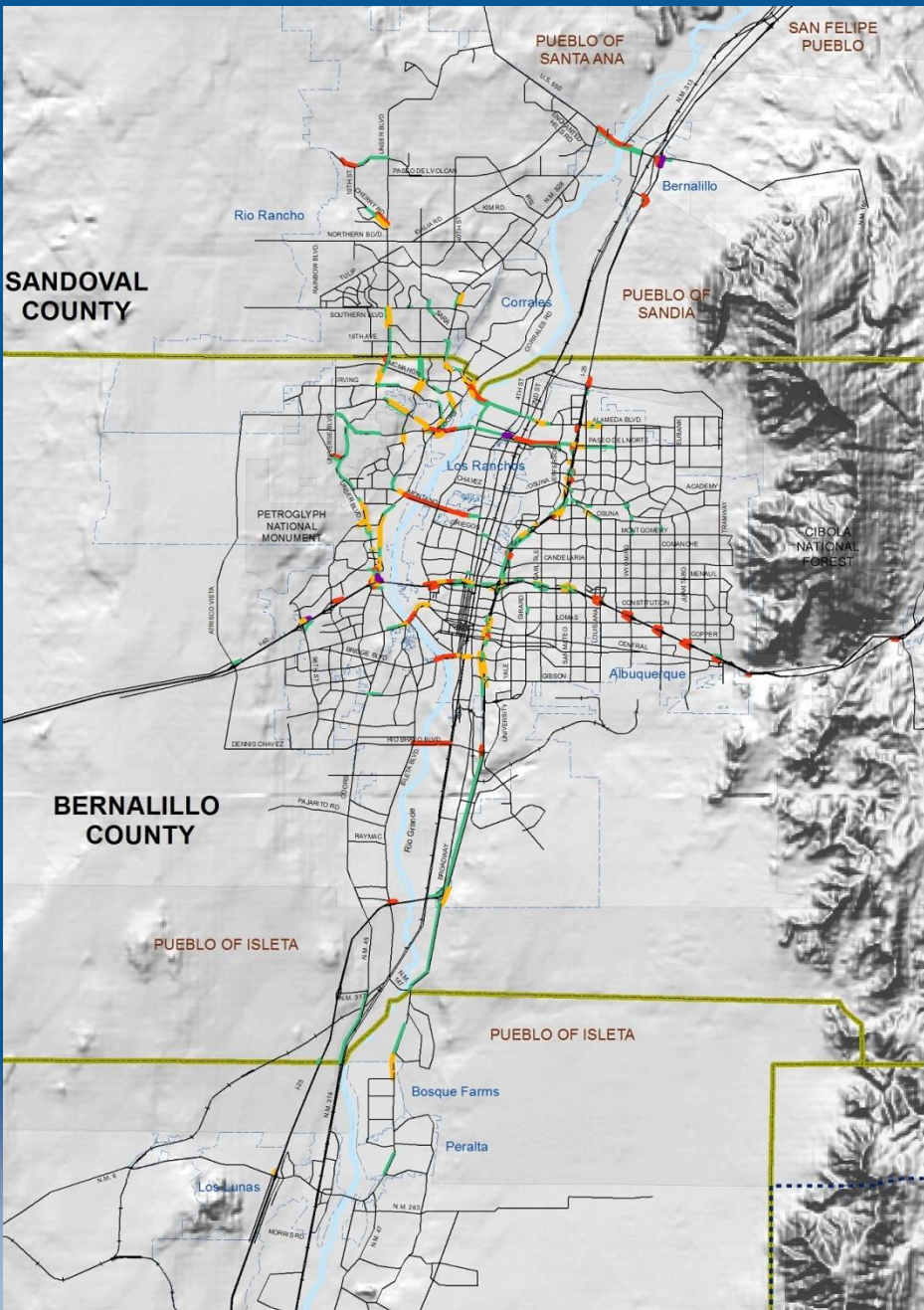
Widening projects

- ◆ Atrisco Vista (with extension from Paseo del Norte to Southern Blvd)
- ◆ Unser Blvd → 4 lanes
- ◆ I-25 widening and enhancements

Interstates and major facilities

- ◆ 10 new/reconstructed interchanges
- ◆ Paseo del Volcan interchange
- ◆ Morris Rd river crossing – Valencia County

2012 Baseline

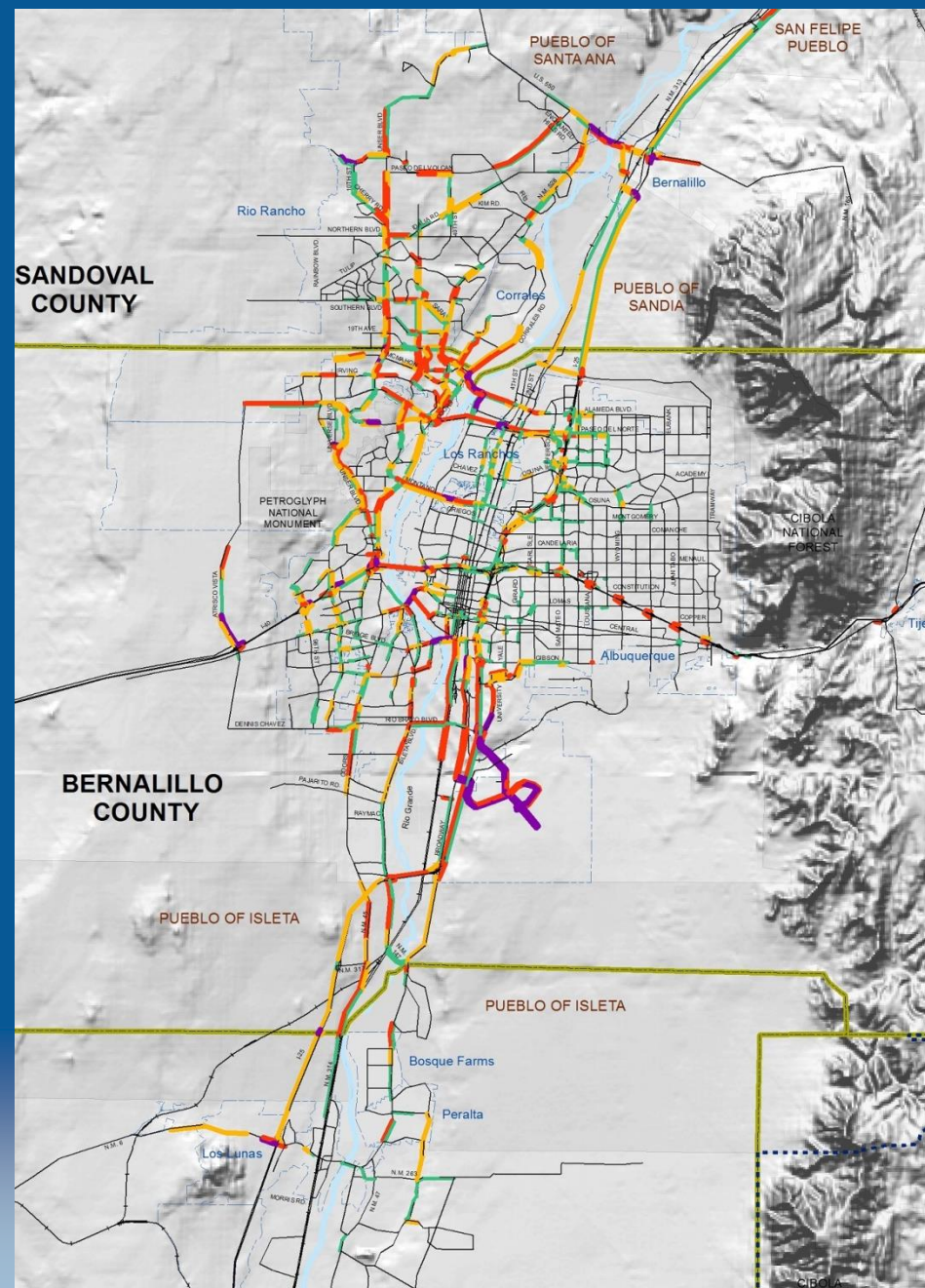


First step:

- Consider impacts of growth on existing infrastructure
- See what happens if we don't build anything!

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2040 No-Build



First step:

- Consider impacts of growth on existing infrastructure
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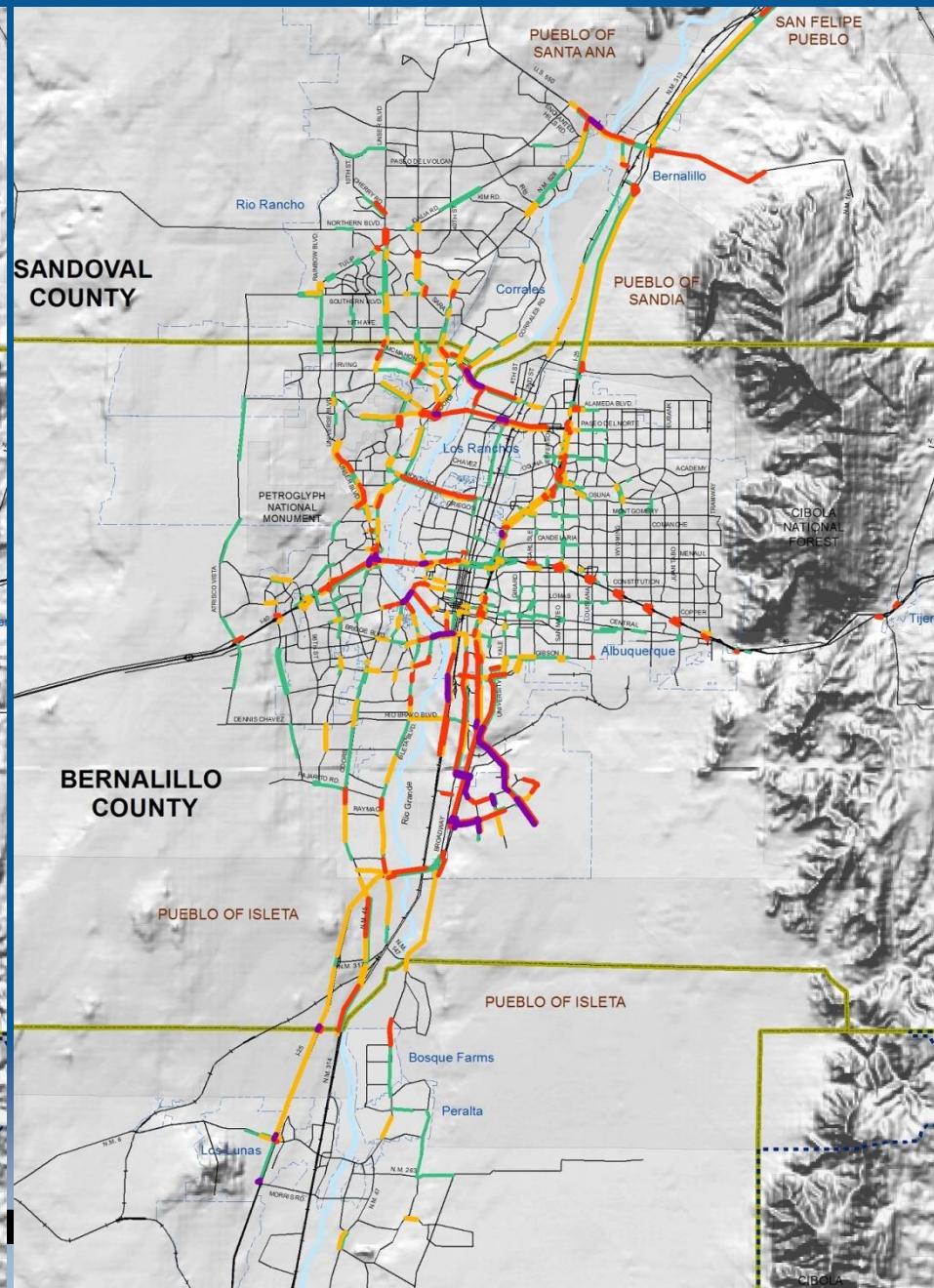
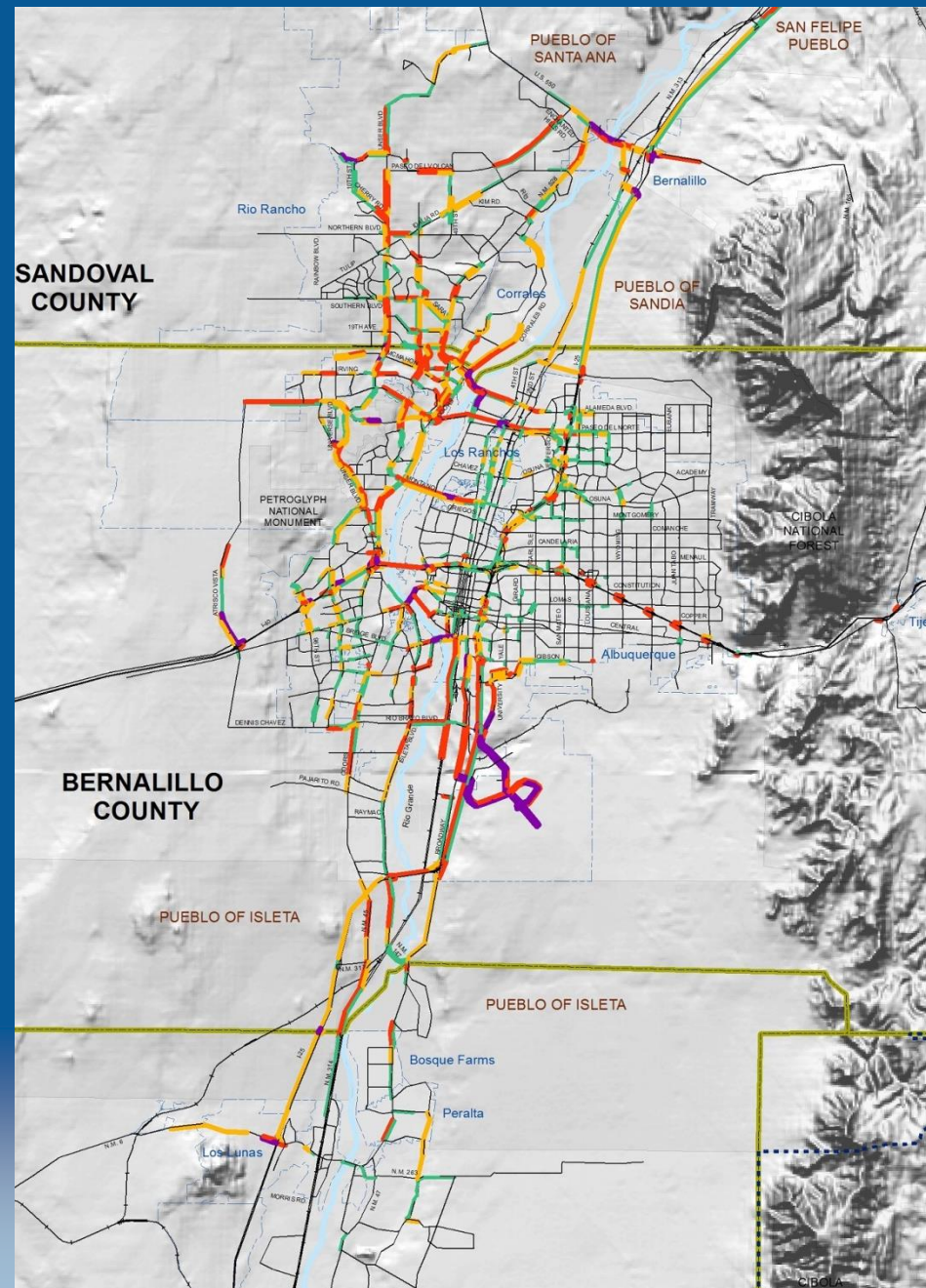
Second step:

- Consider impacts of growth AND infrastructure investments
- See what happens after \$2.2 billion in roadway capacity investments

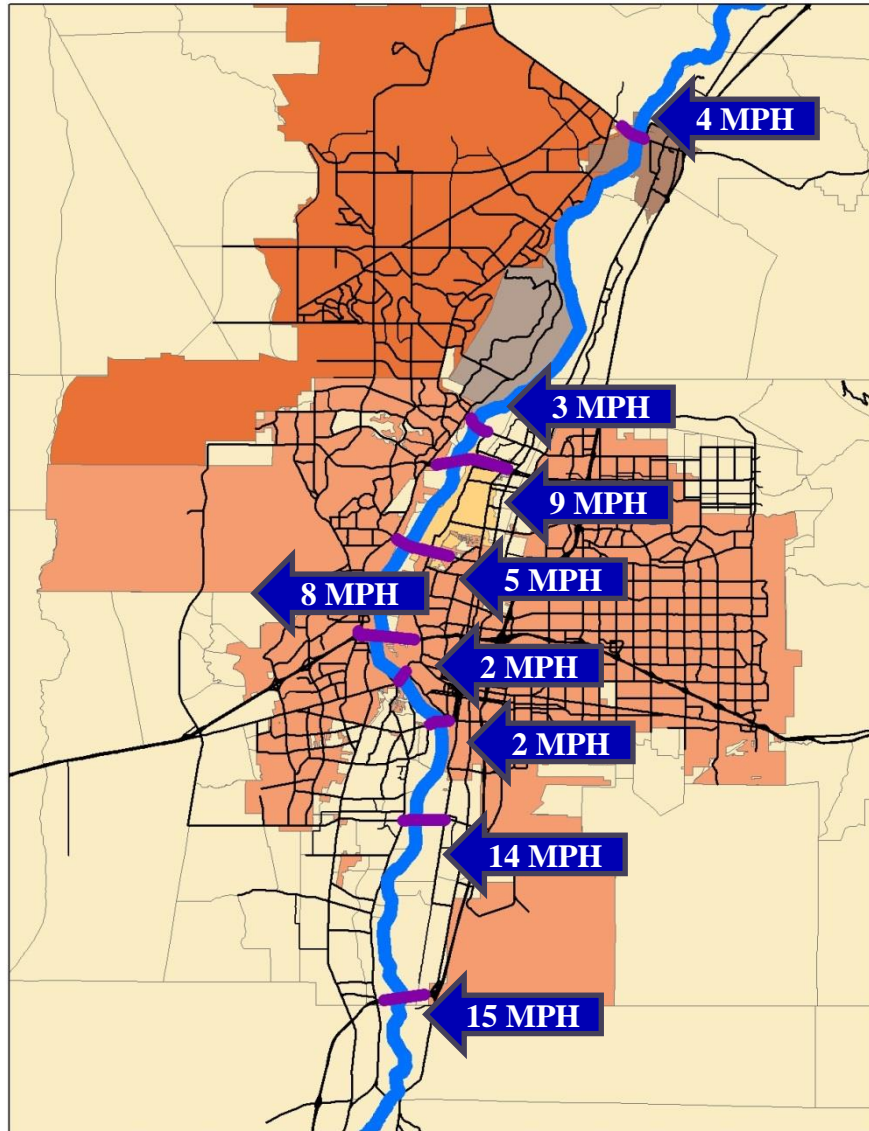
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2040 No-Build

2040 Build



Crossing the River in 2040



- ◆ River crossing trips increase by 41 percent in the 2040 Trend (Build) Scenario
- ◆ Speeds in the westbound direction in the PM peak period fall to single digits

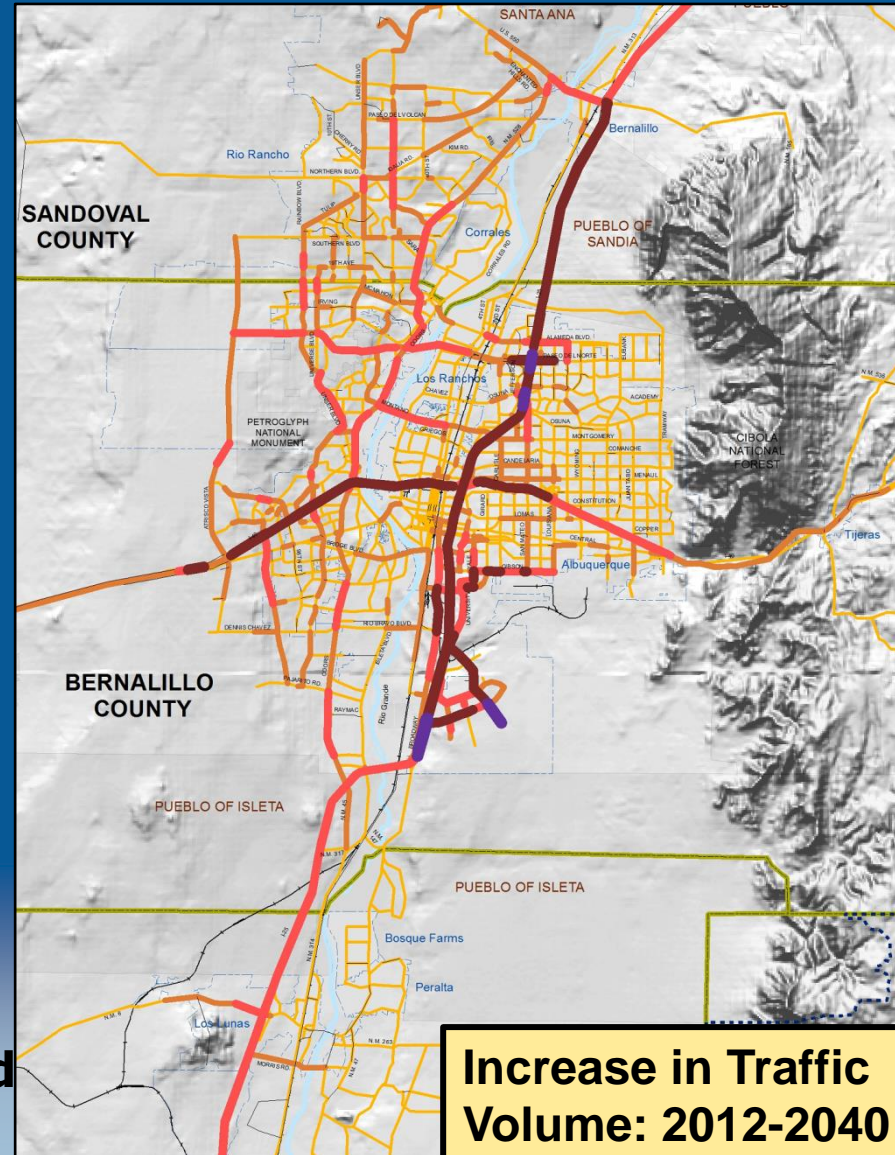
Summary Roadway Statistics (PM Peak Period)

Trend Scenario vs. 2012

- Hours Traveled **↑162%**
- Miles Traveled **↑49%**
- Average Speeds **↓40%**
- CO₂ Emissions **↑42%**



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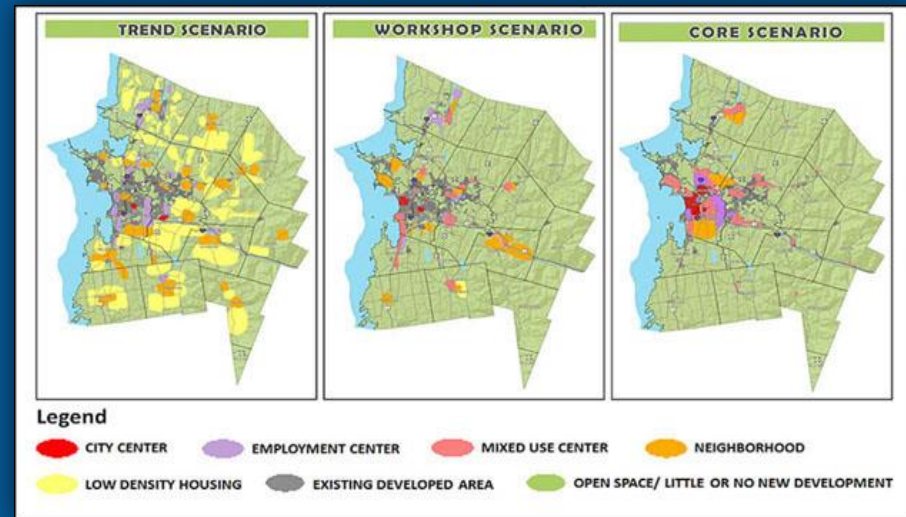
Scenario Planning: Connecting Transportation and Land Use



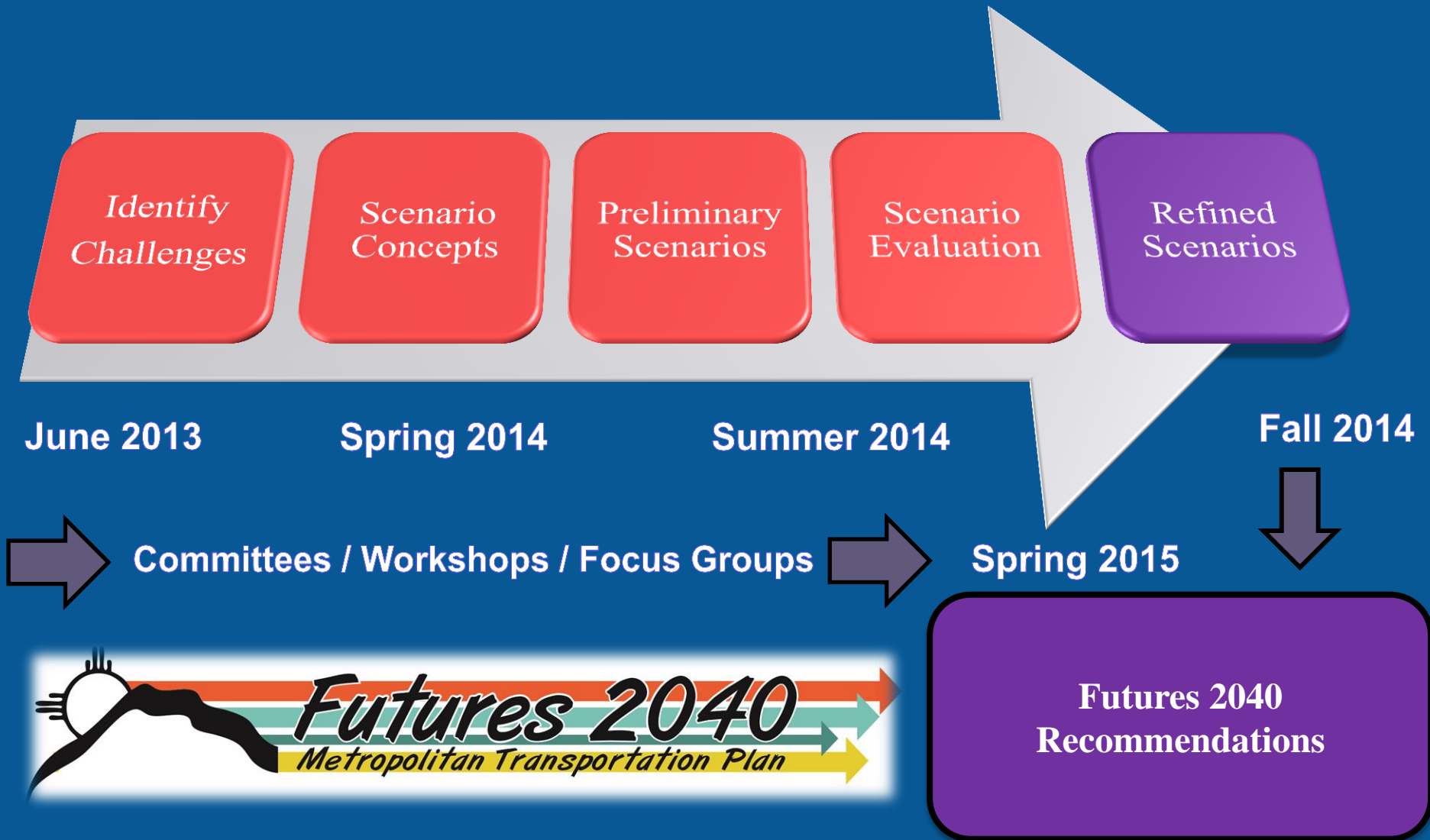
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Scenario Planning

- ◆ Analyze a range of possible growth patterns for the region
- ◆ Understand costs and benefits of development patterns
 - ◆ Land consumption
 - ◆ Transportation conditions
 - ◆ Environmental impacts
 - ◆ Economic competitiveness



Scenario Planning Process



Principles of the Preferred Scenario

- ◆ Link land use and transportation decision-making
- ◆ **Transit service expansion** as means of increasing transportation options and mitigating congestion growth
- ◆ Concentrated **development in activity centers** and transit nodes
- ◆ **Mix of uses** in activity centers promotes alternative modes and shortens trip lengths



Principles of the Preferred Scenario (p. 2)

- ◆ Emphasis on **employment growth** in centers west of Rio Grande
- ◆ Emphasis on **housing near existing activity centers** east of the Rio Grande
- ◆ Greater range of **housing and transportation choices**
- ◆ Maximize utility of **existing infrastructure**



Preferred Scenario Components

◆ Increase attractiveness:

- ◆ Activity Centers
- ◆ Transit Nodes

◆ Infrastructure differences:

- ◆ Same roadway network
- ◆ Built-out transit network

◆ Same levels of population and employment growth as the Trend Scenario



Preferred Scenario Activity Centers, Transit Stops and Commercial Corridors

Activity Centers

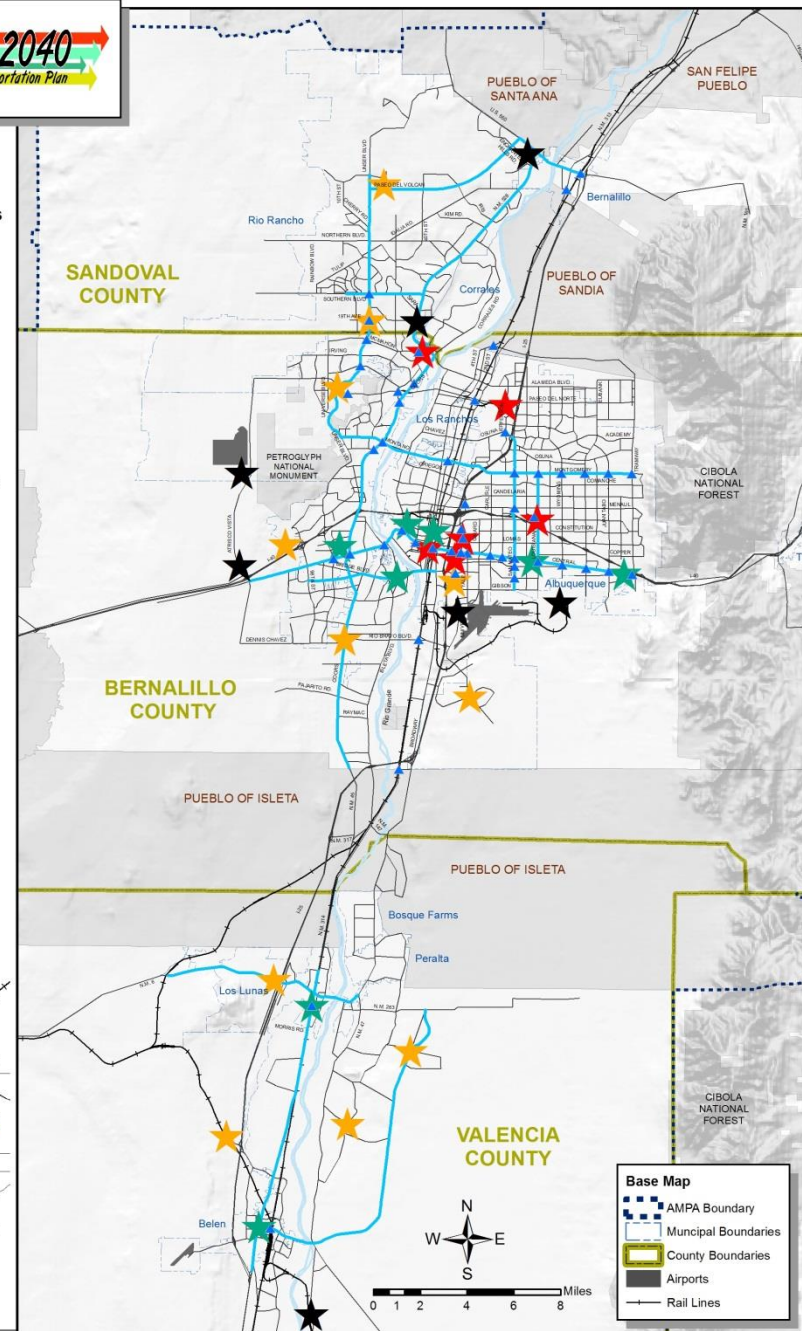
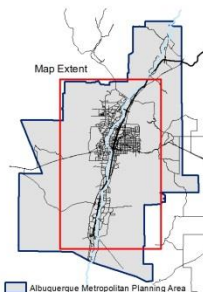
- ★ Regional Center
- ★ Opportunity Center
- ★ Reinvestment Center
- ★ Employment Center
- ▲ Key Transit Nodes
- Key Commercial Corridors

Regional Center
a. Large regional market with existing employers and mix of uses
b. Existing transit connections

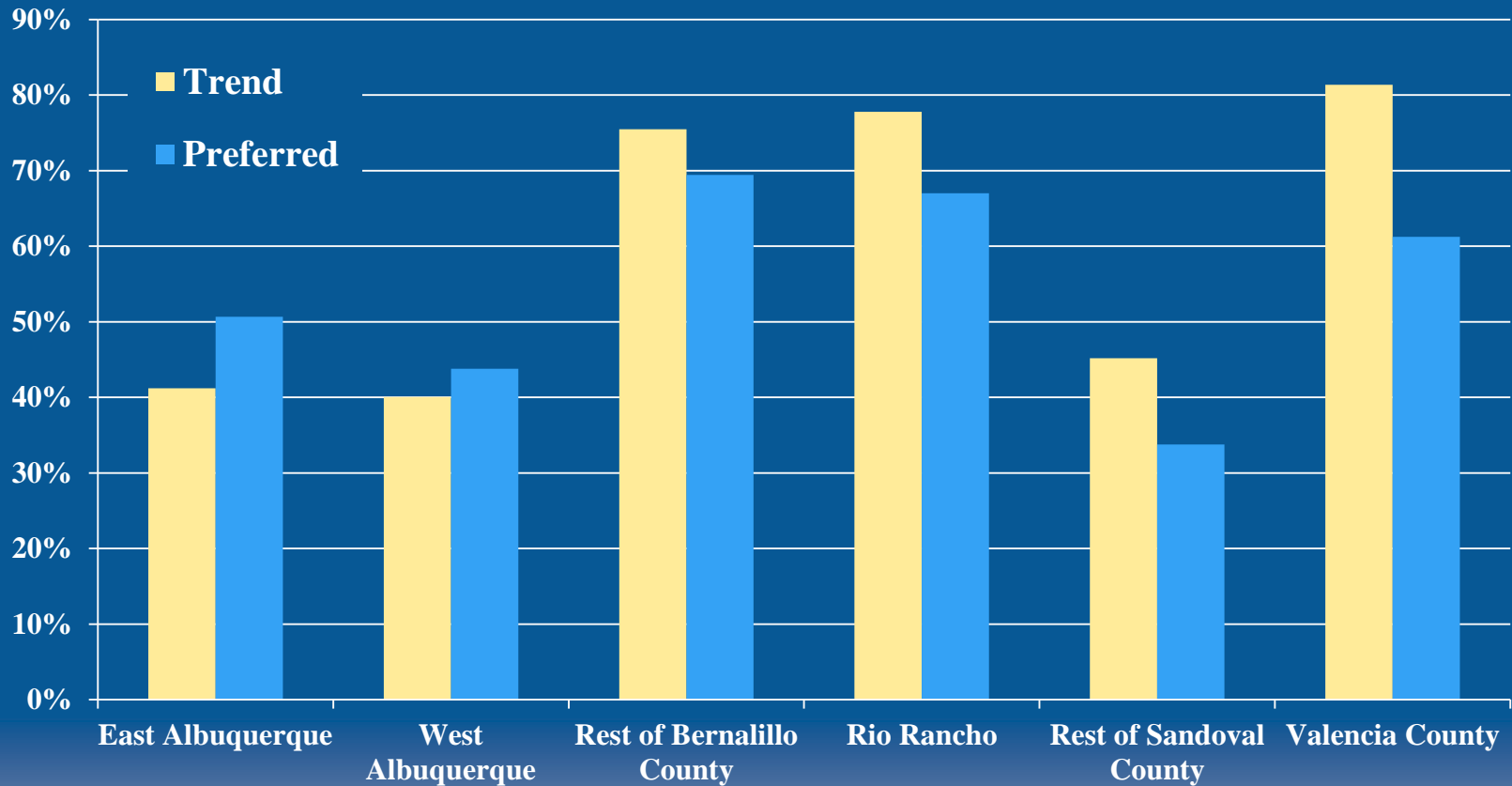
Opportunity Center
a. Currently vacant or growing center
b. Opportunity to become a mixed use destination

Reinvestment Center
a. Existing node of activity
b. Targeted for redevelopment
c. Central location for sub-regional market

Employment Center
a. Large existing single employer or business center
b. No plans for housing
c. Not targeted for change

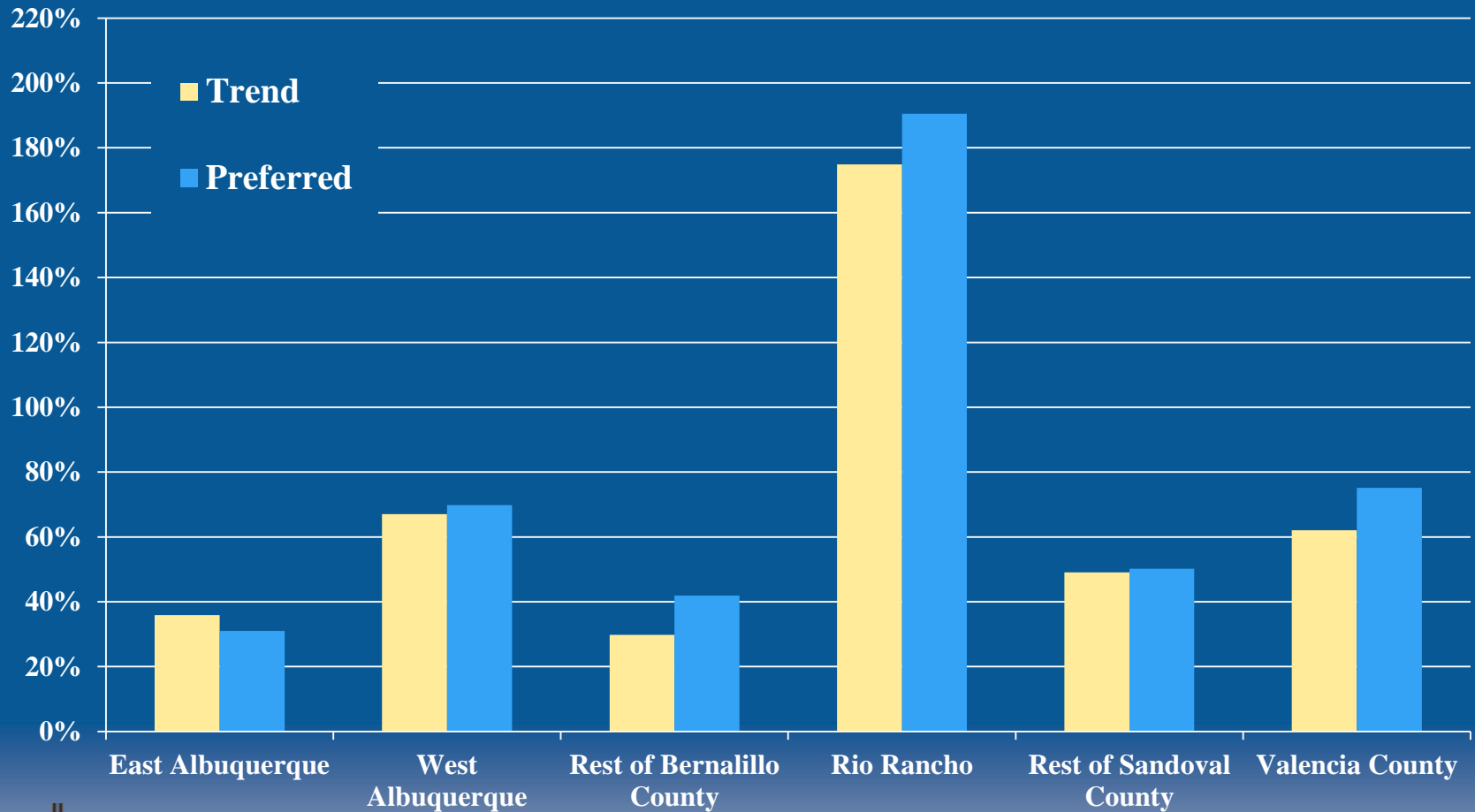


Subarea Comparison: Households Growth Rates



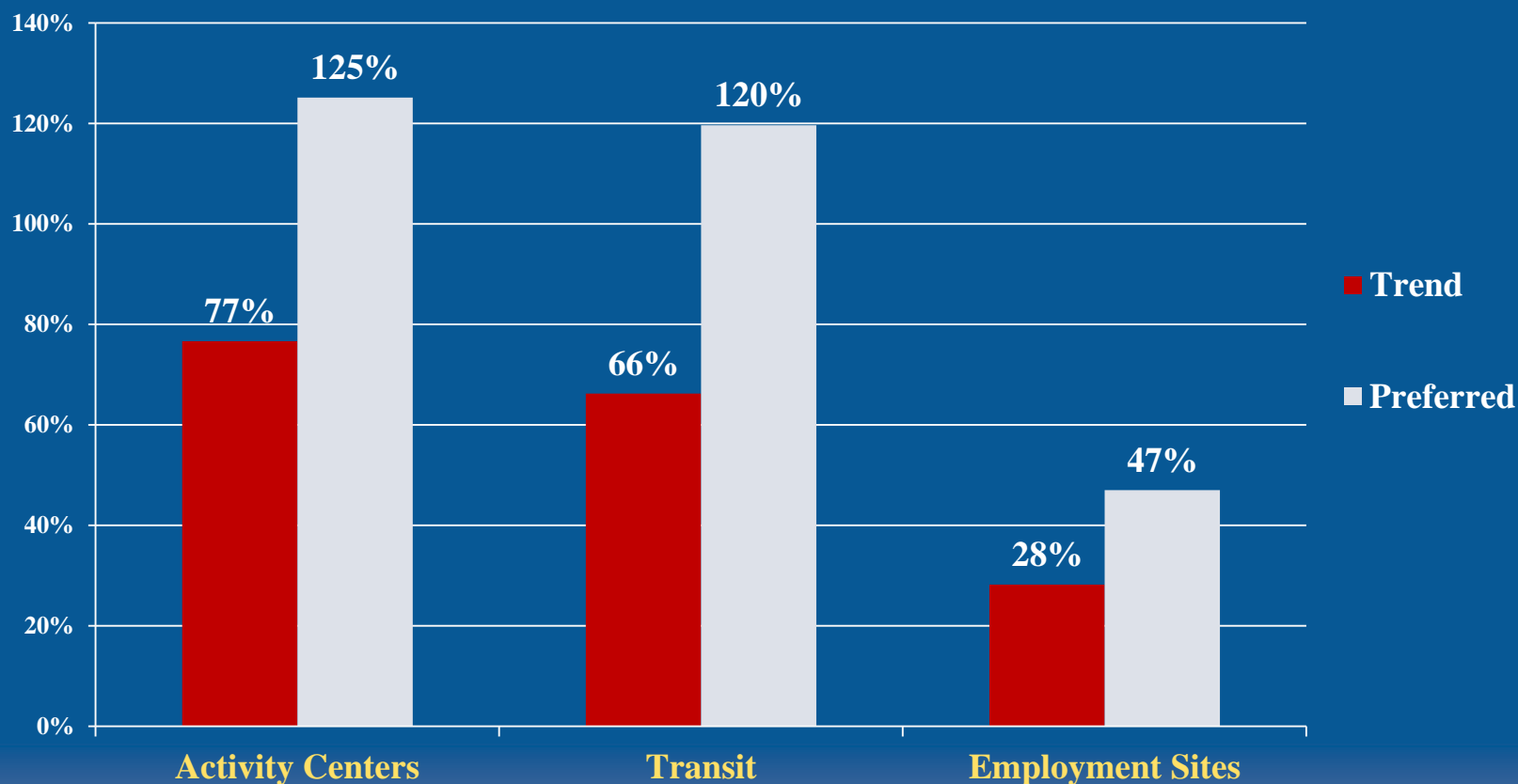
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Subarea Comparison: Employment Growth Rates



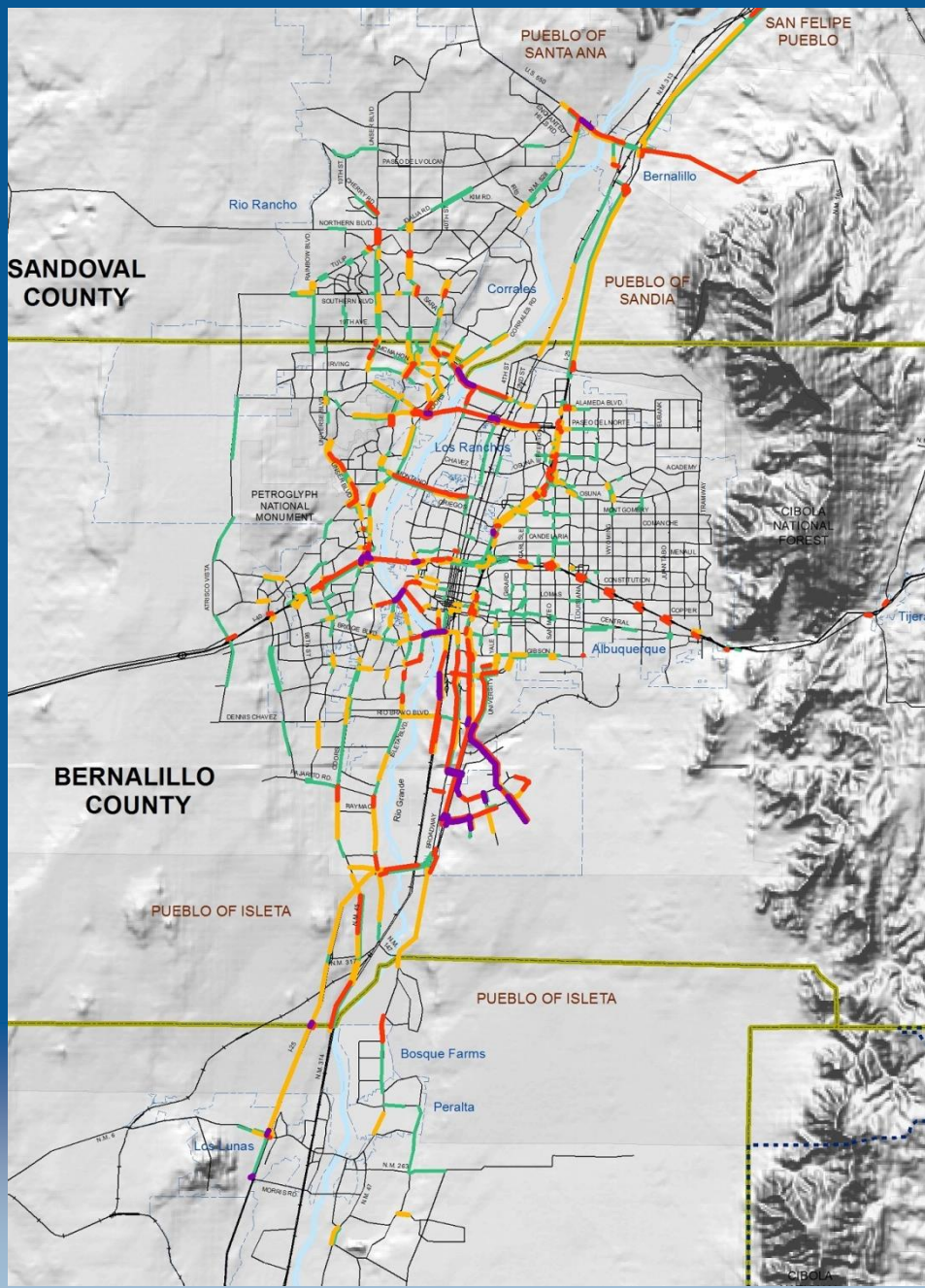
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Proximity Measures: 2040 vs 2012

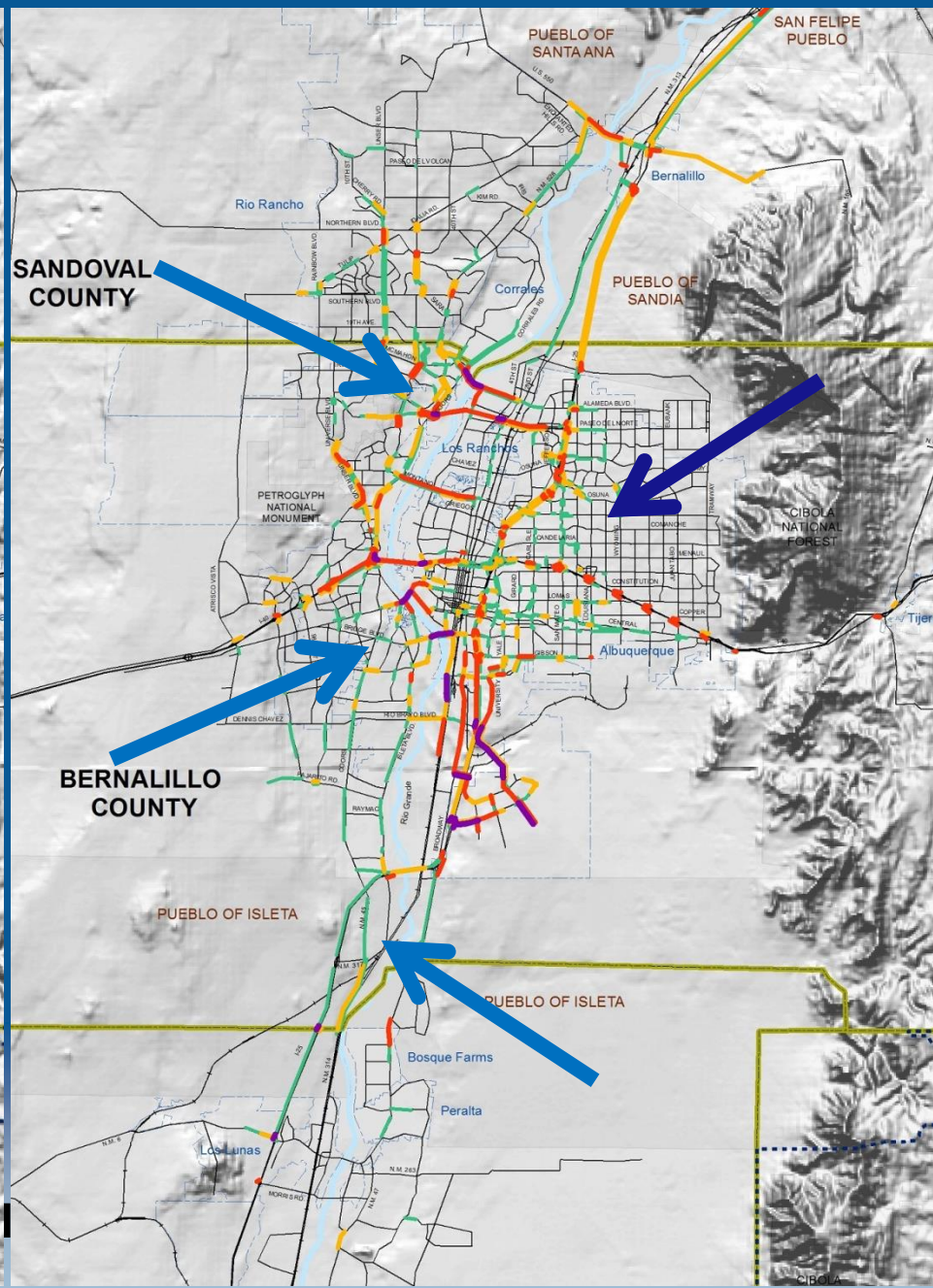


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2040 Trend

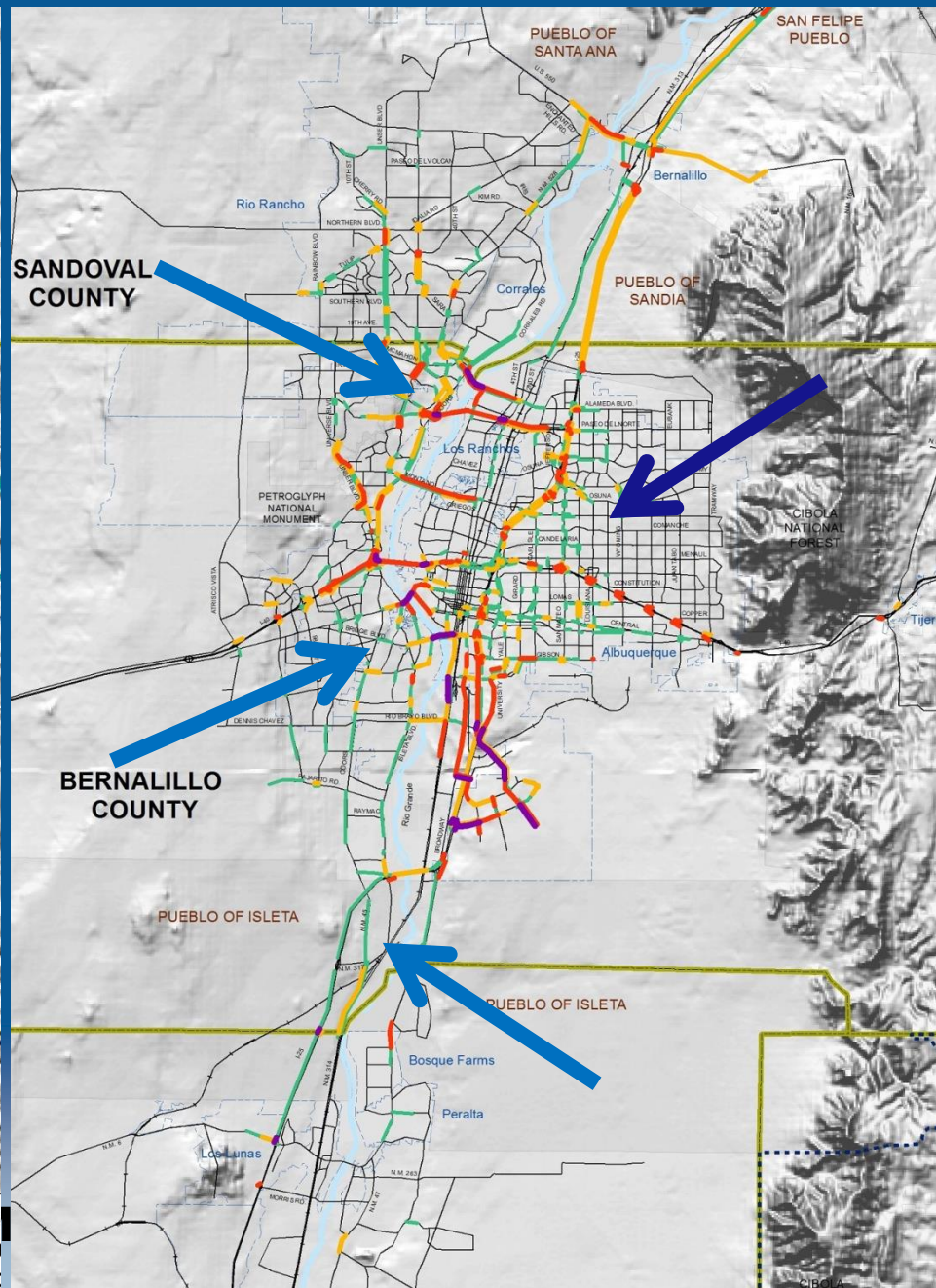
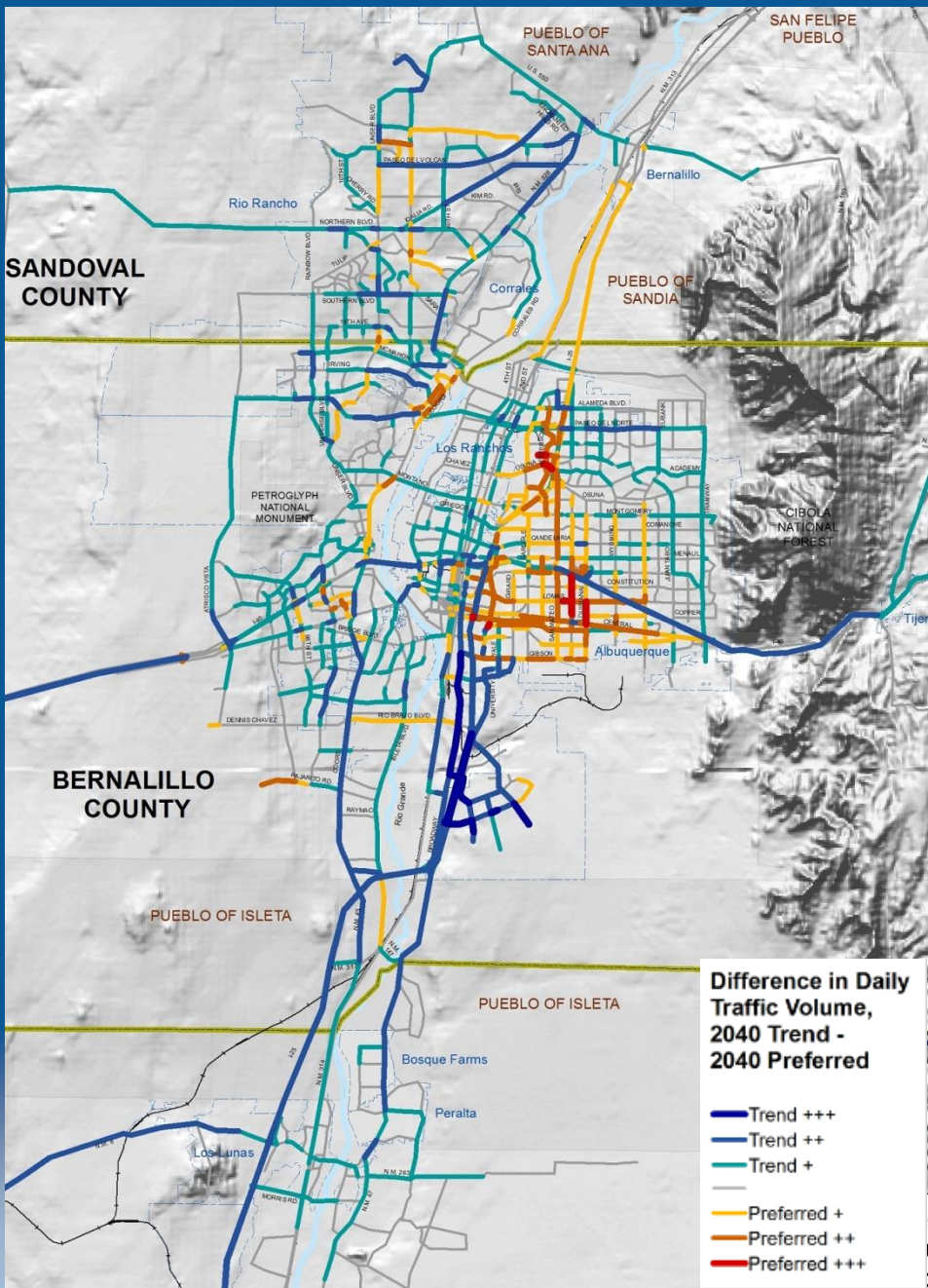


2040 Preferred

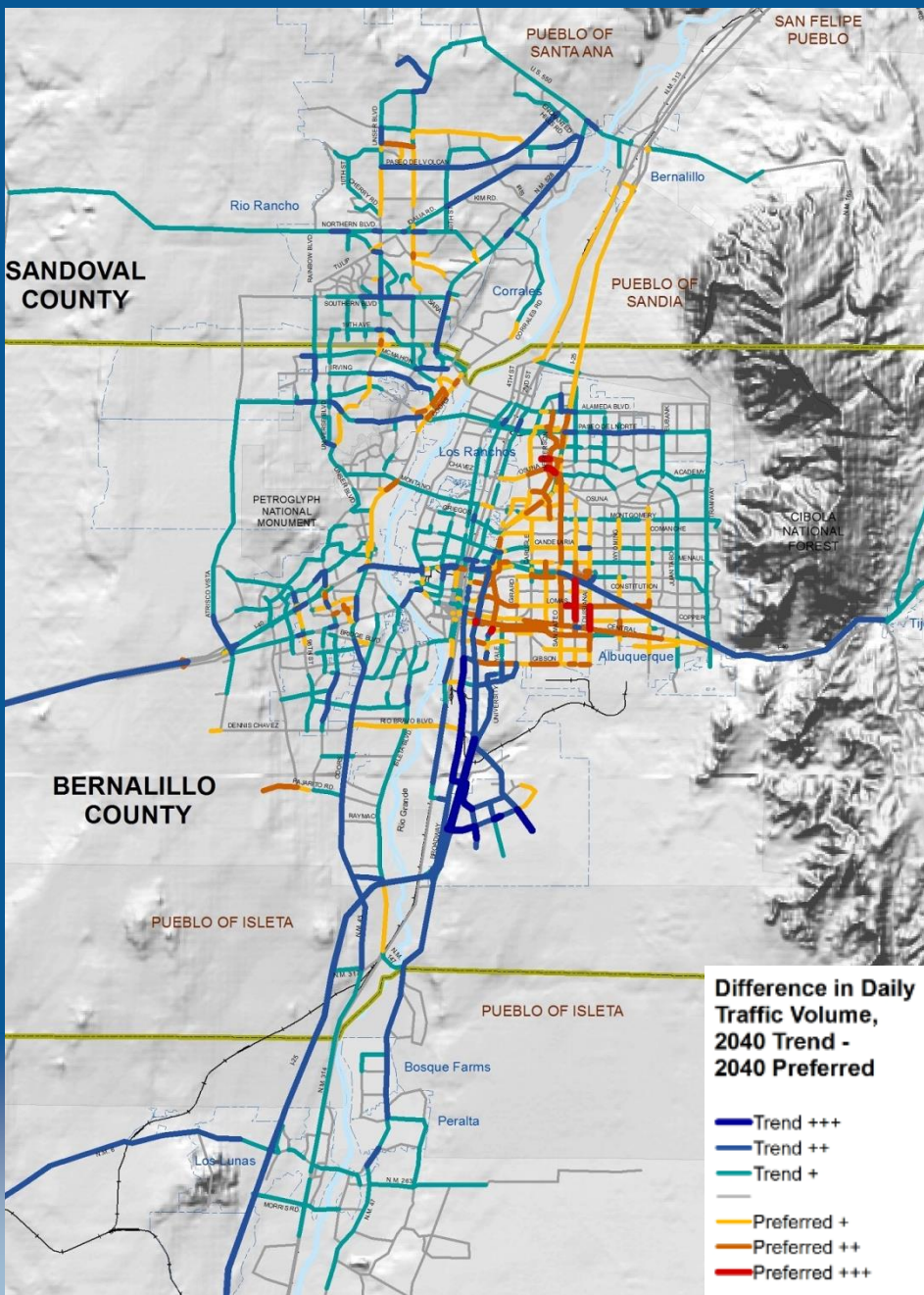


Volume: Trend vs. Preferred

2040 Preferred



Differences: Trend vs. Preferred



- ◆ Average speeds \uparrow **15%**
- ◆ Commute time \downarrow **18%**
- ◆ Hours traveled \downarrow **17%**
- ◆ Miles traveled \downarrow **4%**
- ◆ CO₂ Emissions \downarrow **8%**

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Summary Thoughts

- ◆ An emphasis on developing **activity centers & expanding transit service** has meaningful transportation impacts
- ◆ Improving the **balance of housing & jobs** can reduce trip lengths and improve transportation options
- ◆ Better utilizing existing infrastructure allows us to improve a variety of key indicators related to quality of life



Plan Implementation

- ◆ Transportation Improvement Program
 - ◆ Short-term implementation program – projects must first be contained in the MTP to be included in TIP
 - ◆ Project Prioritization Process links MTP goals and objectives to project selection
- ◆ Transit policy measures
 - ◆ Mode share goals – 20% of trips to be completed by transit on priority network
 - ◆ TIP set-aside – additional funding available through TIP for transit projects on priority network
- ◆ Long Range Transportation Systems Guide
 - ◆ Link roadway design to surrounding land use context



Plan Implementation (part 2)

- ◆ Guiding principles of the Preferred Scenario
 - ◆ Key locations map
 - ◆ Recommendations and action items
- Local agency implementation



Thank you!

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